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THE SPHERE, NOVEMBER 18, 1950
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The SPHERE

WITH WHICH IS INCORPORATED THE GRAPHIC

Vol. CCIII, No. 2649
NOVEMBER 18, 1950

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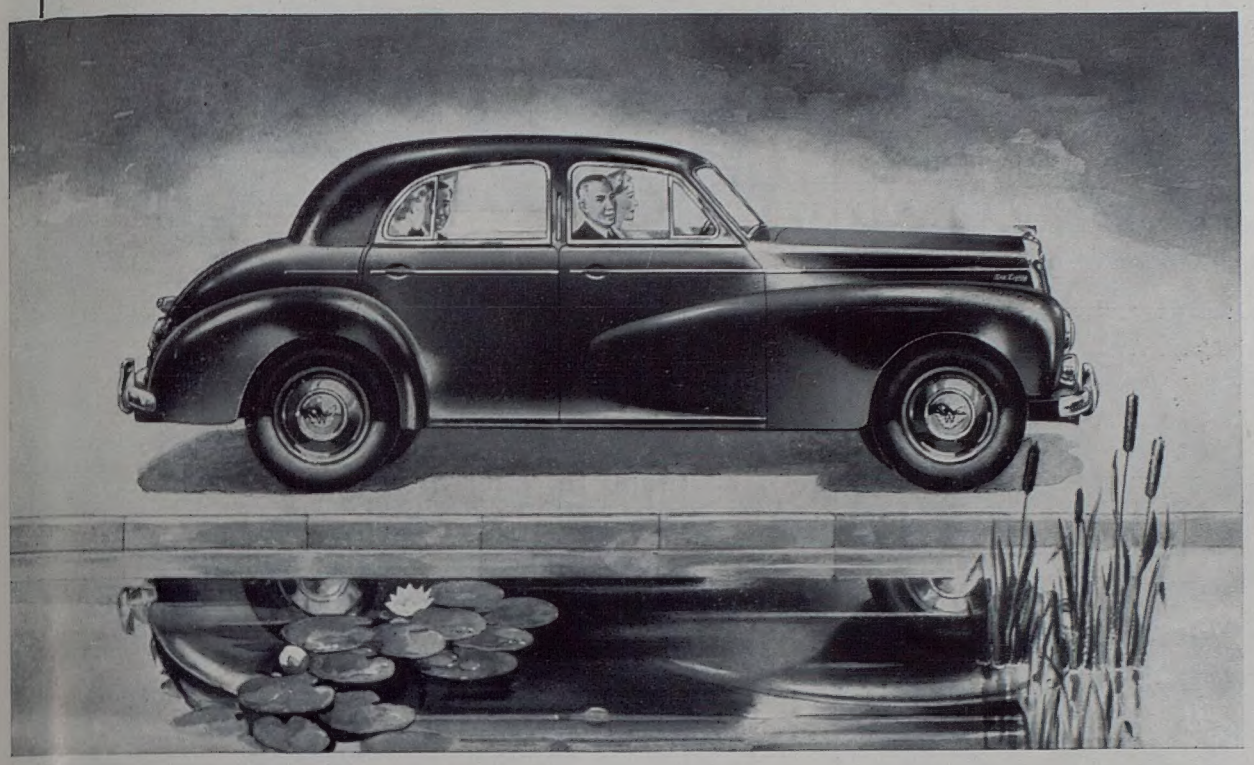

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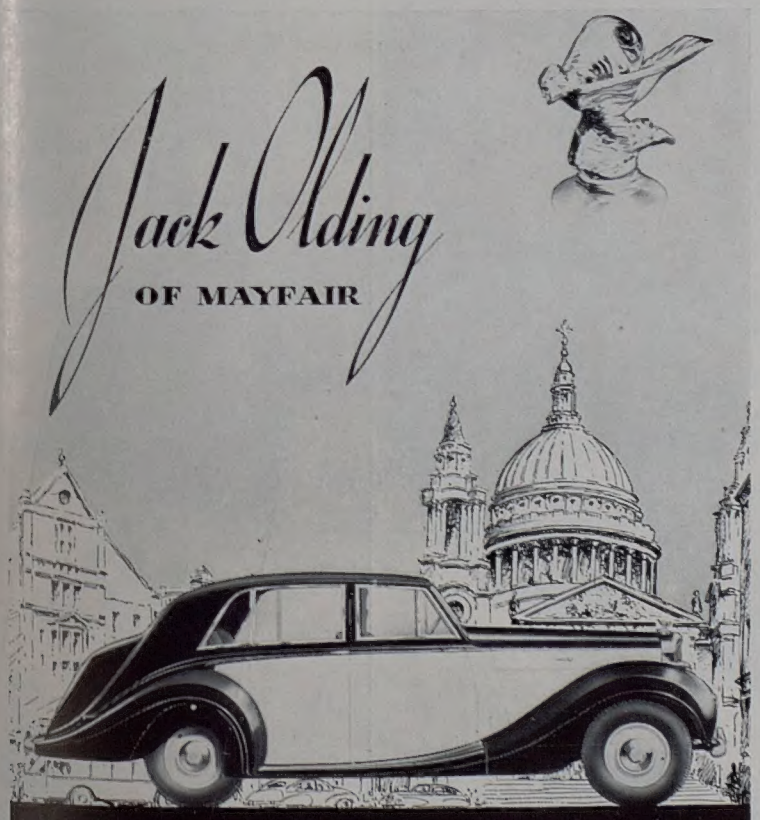

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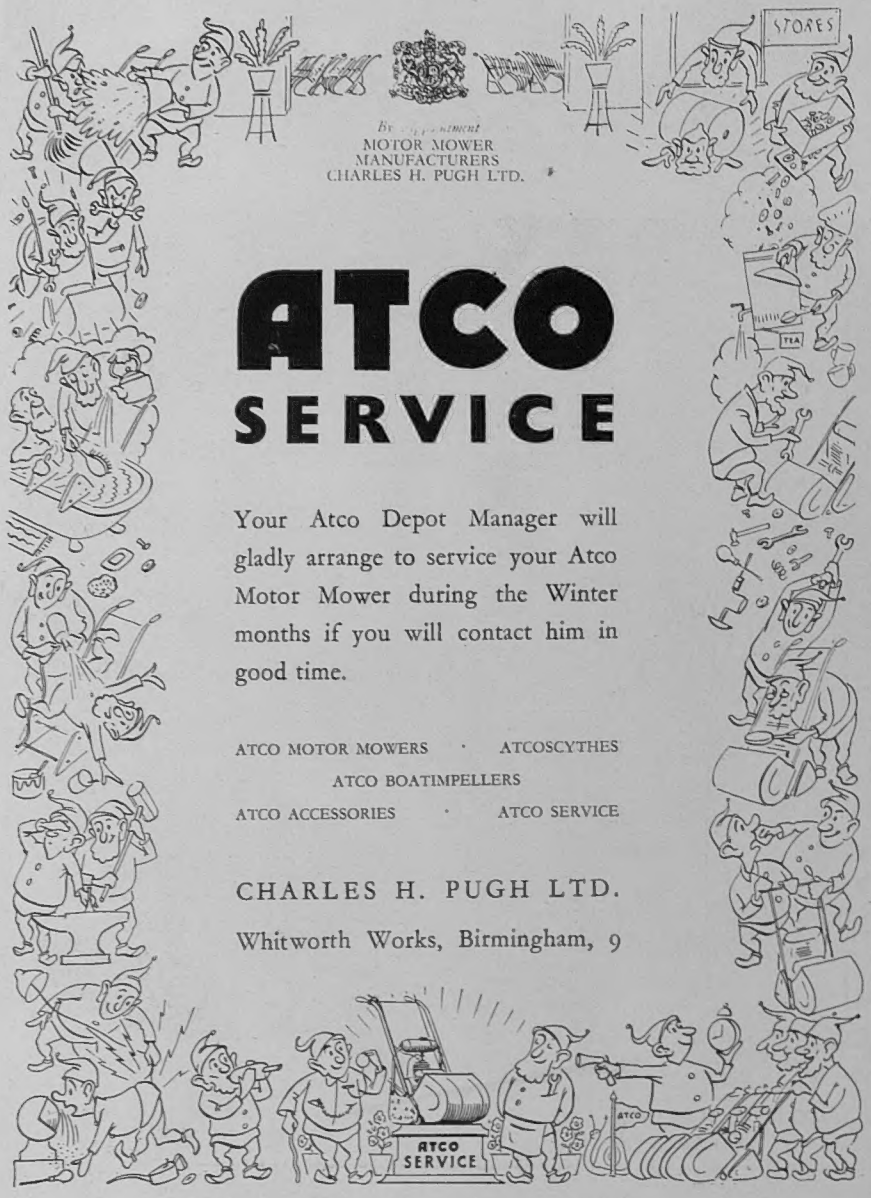

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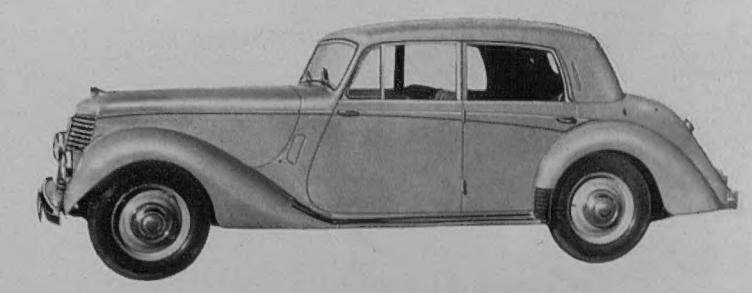

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World-patented 5-in-1 head, with 300 shaving edges, making 6,000 cutting strokes per minute. Shaves at below skin-line, yet cutters don't touch skin. No motor. Foolproof, shockproof. Nothing to go wrong in years of use. Cuts long hair as well as short. On-off switch on razor. Voltage control for correct speed. Traps all shaved bristle. You can shave with your coat on Negligible electricity consumption.

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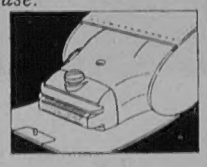

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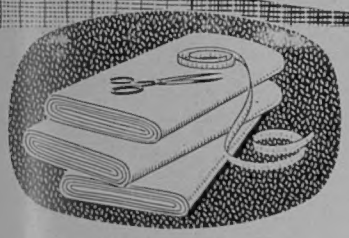

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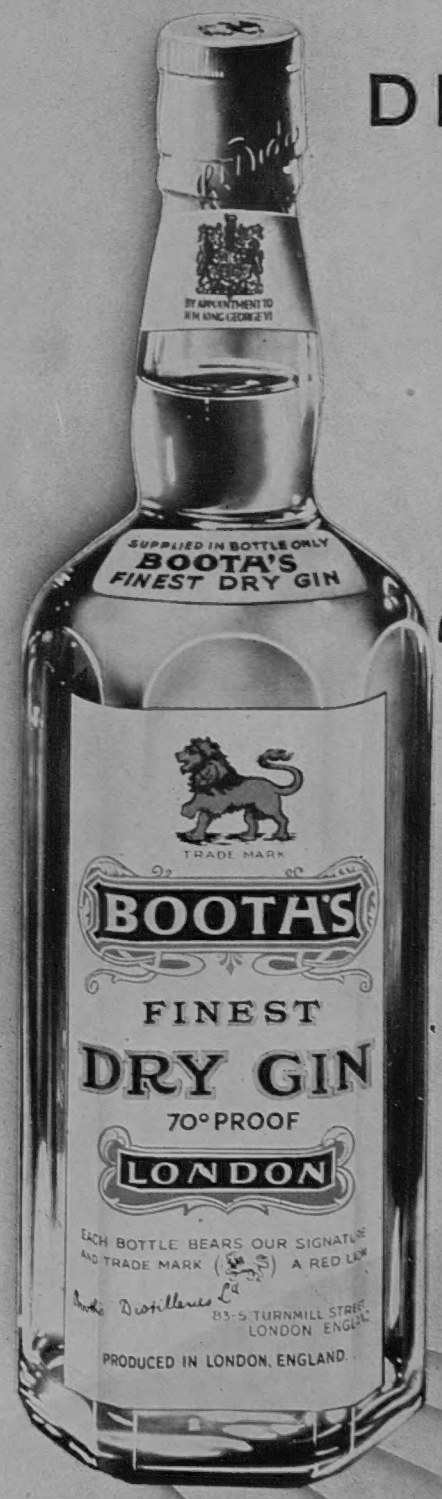

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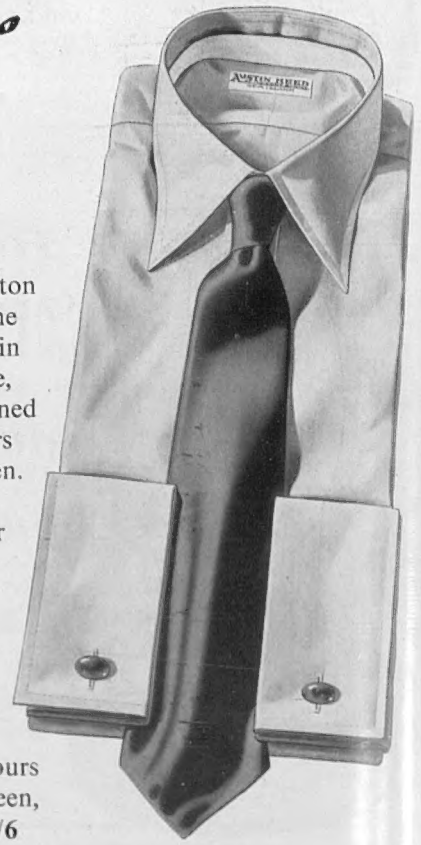
Sea Island Shirts
in plain shades



The silk-like quality of Sea Island cotton gives an extraordinary richness to the appearance and the feel of these plain coloured shirts. They are coat style, each with two polo collars strengthened with white ply material. The colours are cream, blue, grey, sand and green. Square, flat-setting double cuffs. Mother of pearl buttons. Ask for range 52H.

Medium sleeves, collar sizes 14½-18½
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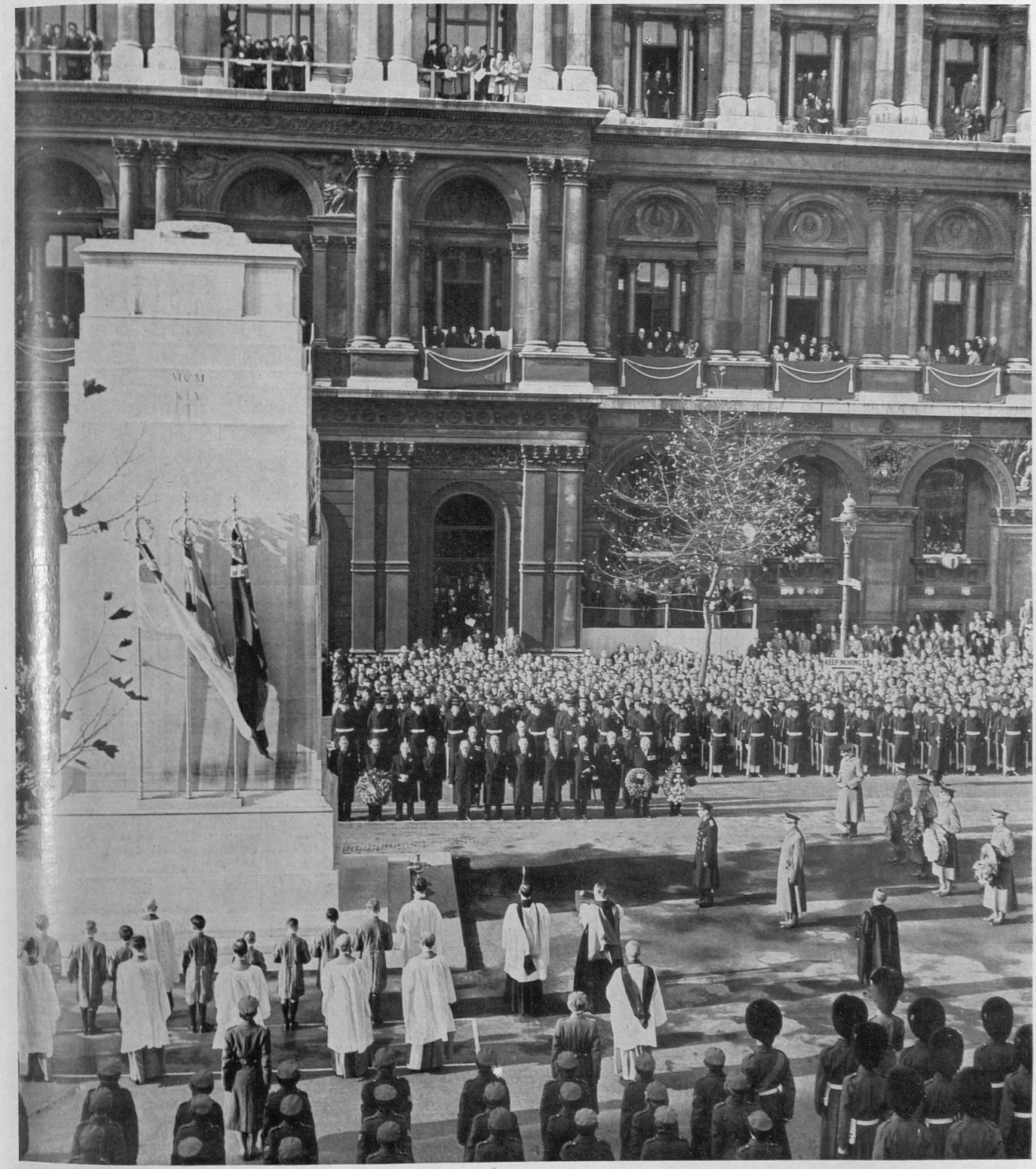
THE GRAMOPHONE COMPANY LIMITED, HAYES, MIDDLESEX

Volume CCIII No. 2649 THE SPHERE, London, November 18, 1950

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY



REMEMBRANCE DAY IN LONDON—THE KING AT THE CENOTAPH IN WHITEHALL: Standing just to the left of His Majesty is the Duke of Gloucester. Princess Elizabeth, Duchess of Edinburgh, was unable to attend the service owing to a cold. The Queen, Princess Margaret and the other Royal ladies witnessed the Remembrance Service from a balcony. Queen Mary was absent for the first time. **(See also page 239 of this issue.)**

This year the King led his peoples throughout the Commonwealth in remembrance of not only those who died in two World Wars, but also of those who have died during the fighting in Korea. At the Cenotaph in Whitehall the unchanging scene was again witnessed as just before eleven o'clock the King, in the uniform of an Admiral of the Fleet, walked from the Home Office building to take up his position. He was followed by the Duke of Gloucester and accompanied by the Home Secretary. The ceremony began with the Two Minutes Silence. With the firing of a gun to denote the end of the Silence, Royal Air Force trumpeters sounded the Last Post. The King then placed his wreath at the foot of the monument, saluted and returned to his place. He was followed by the Duke of Gloucester, by other representatives of the Royal Households, and by the Prime Minister and Mr. Churchill. The Bishop of London conducted the service, which included a prayer for the spirit of love and fortitude. The service ended with the sounding of Reveille, and the National Anthem.

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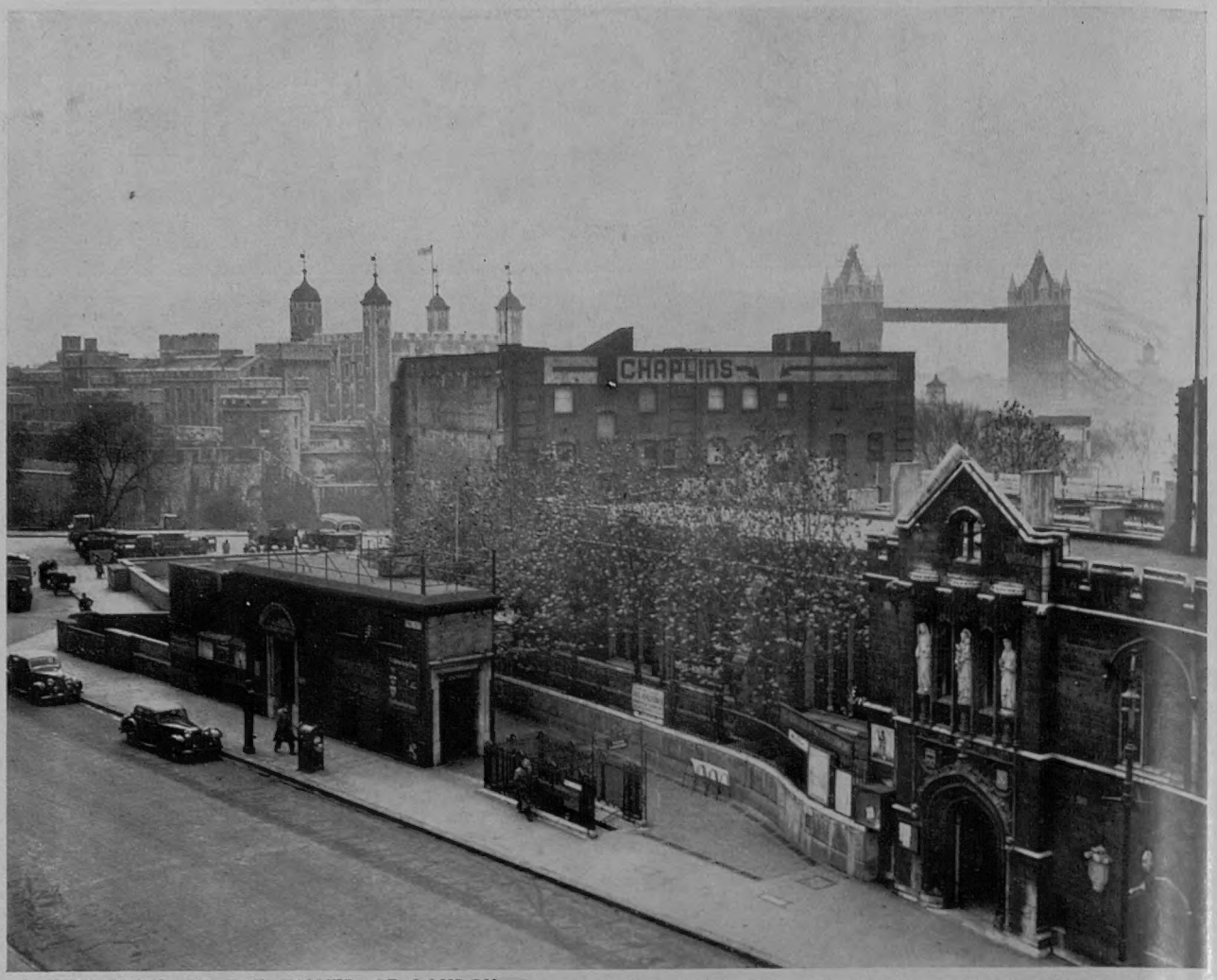


A NEW VISTA OF THE TOWER OF LONDON—THE PROPOSED DEMOLITION OF AN OLD CITY WAREHOUSE: This old warehouse, towering in the background of All Hallows' Church, is soon to be demolished. For the past eighty years it has obstructed one of the finest views of the Tower of London. Known locally as "the Mazawattee," it stands on a plot of ground on St. Katherine's Rents, Tower Hill, which is later to be replaced by a garden. During the summer months this area is frequented by passengers passing on their way to Tower Pier to embark on the steamers bound for the Estuary and beyond. Last year the partially restored church of All Hallows was re-hallowed in the presence of Queen Mary by the Bishop of London. For this occasion the Bishop travelled to Tower pier by river.

Peace Congress.—The vigour and raciness of the Premier's attack on the Peace Congress before the Foreign Press Association surprised me. It was, of course, a very appropriate audience to impress with an international issue. I should be the last to accuse the Premier of putting up an Aunt Sally for the pleasure of deftly knocking it down. Accordingly, we must presume that the movement causes him very real anxiety. It is certainly a monster movement. If Mr. Crowther is exact, 500,000,000 men and women have signed the Stockholm appeal, and a majority of them are not Communists. That means that about 300,000,000 non-Communists have thought the effort worth a signature. These are astronomical figures of signatories in search of *peace*! Peace would be good business. The ways and means of bringing it about are (and have been for centuries) anybody's guess and nobody's solution. For my part, I see no harm (but much good) in representatives of half the civilised world meeting together to *talk* peace. Every civilised man should talk peace day and night, seek it and ensue it. That is a different thing to meeting to plan sabotage. Mr. Attlee and most men in the know recognise in this movement the fell designs of Moscow to sabotage the Western plan for peace. The excuse for those signatories who are *not* Communists may well be disappointment at the slow progress of the Western plan during the last thirty years. It is an odd thing that for a century publicists have declared that the best way to get world peace is for the common men of the civilised world to *get together* and insist on it, forcing their Governments to ensue it. If Mr. Crowther is exact, 300,000,000 signatories might well ask: "Why do you kick us downstairs?"

Peace and Defence Propaganda.—The forces of propaganda—which are enormous—have been harnessed by the Government and other authorities these last weeks for a tremendous drive for civil defence. The Archbishop of York, addressing his diocesan conference, was in no doubt that the counter-drive for peace was (as the ancient joke put it) "a sheep with a bear behind." Russia might any moment turn the cold war into a hot war, and then the dark ages would come again. Priorities and selection are always a difficulty, with a Government as much concerned with boosting our prosperity (for dollars) as with stressing our peril (for defence). The new Lord Mayor elected to help the latter cause and earned a wigging from *The Times* for a grim and macabre pageant. The pageant in 1850 was peace, industry, art and manufactures, with pretty girls in white silk. In 1950 it was decontamination squads. But each show was a prelude to a great exhibition. In Parliament on November 9, the subject was air-raid shelters. The Home Secretary was quite encouraging about the efficiency of the types to be built, but made it clear that they would remain in the stage of "avenue-exploration" for a very long time. It may be that this "dual-purpose" propaganda drive accounts for the still lukewarm interest in civil defence in many parts of the country. If our peril is insistent, why do we build fun-fairs and pleasure domes in lieu of deep shelters? Experience of housing has proved conclusively that we can't build everything we want. The successful propagandist must be one-ideaed.

National-Liberal.—I should like to add my congratulations to Lord Samuel on his eightieth birthday. I remember how kindly he received me, and the trouble he took, when I went to consult him on a certain literary matter. Since then I have often listened to him on the air and have been impressed by his breadth and wisdom on all political and social questions on which he has touched. It is possible to be irritated to fury by party politics. In that sometimes gutter-snipe dog-fight, Lord Samuel has always stood out as a big dog, good-tempered, scorning to snap, growl, whine or bite. He is to-day certainly the model of the Elder Statesman, a very sincere Liberal, but assuredly a National Elder Statesman, with much of the wisdom, philosophy and influence in this country which the world acknowledged in General Smuts. His political experience is great. He was in office in Asquith's first administration, but most of his successes were achieved outside the House, in Palestine and on a dozen important Commissions. Latterly, as leader of the Liberal Party in the Lords, he has done much for a seemingly lost cause and encouraged some of us to hope against hope that Liberalism is not dead, but sleeping until more men (and women) of his own stamp are found to lead that party back to unity and realism. At first meeting, rather an alarming man. Calm, cool and critical, he sees through flattery, pretension and affectation, and never speaks without careful preparation and full knowledge. Hence the clarity of his utterances and the warmth of the humanity which beacons in his eyes when he is satisfied that those who seek his advice are genuine.

A Dinner to Remember.—The dinner at Claridge's in honour of Sir Bruce Ingram's "first fifty years" as Editor of *The Illustrated London News* was not one to be lightly dismissed by the palate or by memory. I remember as a little boy watching goggle-eyed the capacity of my great-uncles to dispose of the courses provided by my grandparents. From those great-uncles, who were founders of *I Zingari*, I inherited nothing but their love of cricket. On November 6 at Claridge's I wished I could have inherited their digestions. For this was Lucullus at his greatest, Ude at his most inspired. There never was such a feast, so superlatively prepared, so nicely selected. A feast of wisdom and wit, too, and a flow of soul, as one might expect from the wines provided . . . and the Cognac-Marett 1875. It inspired the after-dinner speakers (the Chairman, the Premier, the French Ambassador, the guest of the evening and a last-minute extemporiser) to rise to great heights in a most difficult technique, and it made dinner-table conversation rise to the peak of Sheridan or Wilde dialogue. Two hundred men of light and leading must have gone home that night convinced that "Fate could not harm them; they had dined that night."

Invitation to Burglars.—Will the day come when the Law is so adjusted that carelessness is punished as severely as crime, when certain forms of carelessness, because they encourage crime, themselves are brought into that category? A woman who leaves £50,000 worth of jewels on her dressing-table invites crime; a woman who moves about with £50,000 worth of jewels, or takes them with her to a week-end in a country cottage is prima facie taking an unnecessary risk and encouraging an unnecessary crime. The days of display of priceless jewels, if not over, are strictly rationed. On a few State occasions it may be permissible to wear a King's ransom in precious stones. Such occasions are rare, and the best place for those jewels which are not for daily use (such as a pearl necklace) is the bank. I make no doubt that after a function like the opening of Parliament, the expert burglar notes down his prey and watches their movements. And often enough it is easy stuff. Meanwhile . . . the insurance rates which sensible people must pay for their surviving sparklers continually rise from the folly or vanity of the few.

"Motor Rally Mystery."—John Rhode's thriller above-named is one of my bedside half-dozen. It concerns a car rally across Britain and tells one a lot of the agonies and dangers due to fatigue and longing for sleep which beset the competing drivers. Since the late war these 1,000-mile trials of day-and-night driving were discontinued, until 1950, when on November 8 such a trial took place, covering much the same itineraries as those detailed in Rhode's thriller. I am sure that these car tests are very important for car-designers. Certainly they are not intended to provoke reckless driving, the scheduled average speed being no higher than 26 m.p.h. or so. None the less, 26 m.p.h. is good going for day-and-night driving for long periods or tricks, and must usually imply fast bursts of speed to make up for unforeseen delays from fog, mist, punctures, and other troubles. It occurred to me to wonder whether the statistics of road accidents have so much improved since 1939 as to justify and balance the risks against the benefits of the test. Presumably the question was examined and answered before 450 competitors set out on their three-day trial of endurance.

Dogma.—What a horrible word is dogma! One of its *O.E.D.* definitions is "an arrogant definition of opinion." I have made it a rule never to write on a religious question, and I will not now depart from that broad rule. I have, indeed, never until to-day been aware of any great gulf dividing the Church of Rome from others who "call themselves Christians" outside that Church. Sometimes notices printed in the Agony Column of *The Times* have given me cause to wonder whether that gulf is fundamental or merely a ditch dug by individual superstition. It was left for Holy Year 1950 to reveal to me how yawning is the gulf of division. The Pope has no wish to encourage fellow-travellers.

The Child and the Man.—I have enjoyed the Baker Street symposium, the Holmes exhibition issue, a delightful piece of fooling for which a great newspaper possesses the genius which our nation reveals in staging pageants. It was left to a Mr. McCleary to point out the grave omission of a vital factor in the controversy—no mention had been made of the name of Conan Doyle, the father of the child, the father, indeed, of that vast horde of children of the Sherlock family annals who have delighted generations of children of every race. It is not a unique instance of a fictional character obliterating its author's name. More people know the names of Lorna Doone, John Inglesant and Trilby than the names of their creators. That is perhaps a measure of the author's greatness—up to a point. Beyond it lies Shakespeare, whose boots were so big that the giant Bacon had to fill them. But I do feel that justice requires that at least a photograph of Doyle, watching fairies at play, should figure in the exhibition. It might be mistaken for Watson, no doubt.

THE OLD STAGER

THE ROYAL LADIES ON THE BALCONY OVERLOOKING THE CENOTAPH IN WHITEHALL: Princess Marie Louise, the Duchess of Gloucester, the Queen and Princess Margaret witnessed the service from their usual position in the Home Office building. Queen Mary was unable to attend the ceremony for the first time owing to a cold which had kept her indoors for a few days prior to the Sunday. When the King returned to the Home Office building after the service the ex-Service men began their march past.

THE NATION REMEMBERS

Remembrance Day in London and the Country

REMEMBRANCE DAY IN THE COUNTRY—THE UNVEILING OF THE VILLAGE MEMORIAL AT EAST DEAN, EASTBOURNE: The service in front of the war memorial as Marshal of the R.A.F. Sir John Salmond unveiled two memorial tablets. A Remembrance Day Service was also held in the Parish Church. Throughout the country special services were held at memorials and prayers were said in churches for the war-dead. The British Legion Poppy Day was held on the Saturday.

THE BRITISH LEGION "FESTIVAL OF REMEMBRANCE" AT THE ROYAL ALBERT HALL, LONDON—THE KING AND QUEEN ARRIVE FOR THE ANNUAL COMMEMORATION: They were received by (right to left) Sir Ian Fraser, C.B.E., M.P., President of the British Legion, Sir John Wardlaw Milne, Major-General Sir Richard Howard, Captain S. H. Hampson, and Colonel the Lord Cromwell. Mr. Ede and Mr. Shinwell were among the Ministers present. Also present were Field-Marshal Sir William Slim, Vice-Admiral A. C. G. Madden, and Marshal of the R.A.F. Sir John Slessor.

"TO THE MEMORY OF THOSE MEN WHO WENT FROM THIS HOUSE AND DIED FOR THEIR KING AND COUNTRY"—THE 1939-1945 ADDITION IS ADDED TO THE STOCK EXCHANGE MEMORIAL IN THE CITY OF LONDON: The scene within the London Stock Exchange last Saturday morning when the chairman, Mr. John B. Braithwaite, unveiled the addition to the memorial which commemorates the Stock Exchange war-dead between 1939-45. The Memorial Roll, which was also unveiled, bears the names of 266 members of the Stock Exchange who died in World War II. The occasion of the unveiling occurred on one of the few days on which "strangers" may enter the Stock Exchange without causing comment.

IN THE HEAVILY BOMBED NAVAL CITY OF PLYMOUTH—THE REMEMBRANCE DAY SERVICE IN THE GUILDHALL SQUARE: The newly-appointed Suffragan-Bishop of Plymouth, the Right Rev. N. H. Clarke, conducts the service on Remembrance Sunday. Standing just to the left of the Bishop is Admiral Sir Rhoderick R. McGriger.

THE EAST END OF LONDON GREETS THE KING AND QUEEN—THEIR MAJESTIES MAKE THEIR WAY THROUGH BLITZED UPPER NORTH STREET, POPLAR : The visit was made in the neighbourhood of Lansbury, the area which has been named after the late M.P. The King and Queen saw the 30-acre area which is being utilised as a site for the Festival of Britain.

The KING and QUEEN in the EAST END

Their Majesties Visit the Stepney-Poplar Reconstruction Area

The King and Queen last week paid a visit to Lansbury, Poplar, in the Stepney-Poplar reconstruction area, which will form the "Live Architecture" Exhibition for the Festival of Britain, 1951. At the new Ricardo Street School their Majesties saw a display of models and plans of Lansbury. In the school grounds, the King and Queen in turn each planted a Purple Norway maple tree and, by releasing catches on mechanical wheel-barrows, emptied soil over the roots.

AT THE NEW RICARDO STREET SCHOOL—THE QUEEN SIGNS THE SPADE WITH WHICH SHE PLANTED A COMMEMORATIVE TREE : The primary school has accommodation for 520 boys and girls. The Royal party was received at the school by the Lord Lieutenant of London, Lord Alanbrooke.

THE KING AND QUEEN SEE THE SITE OF THE NEW ROMAN CATHOLIC CHURCH : Since the destruction of the old church the Roman Catholic community has been using the hall of their school.

AN AMAZING VIEW OF THE MENTEMHET BURIAL CHAMBER AT HISTORIC THEBES, ACROSS THE NILE FROM THE WINTER-RESORT CITY OF LUXOR: Native workmen are here uncovering the sands of the Nile by hand. The lavish tomb, one of the most magnificent ever disclosed, is in almost perfect preservation. This is largely due to the great care exercised by the Egyptian archæologists in removing the heavy layers of earth under which it was concealed. The High Priest Mentemhet was the Governor of Upper Egypt. The city was the capital of the ancient Egyptian Empire.

The Most Important Archæological Discovery Since Tutankhamen

The Uncovering of the Burial Place of Mentemhet

Prince of Thebes, who Reigned as Governor of Upper Egypt 2,650 Years Ago

Special Sphere *pictures*

Archæologists have made a great discovery, one of the most important since the disclosure of King Tutankhamen's tomb twenty-eight years ago. At historic Thebes, across the Nile from the winter city of Luxor, archæologists have uncovered the burial place of High Priest Mentemhet, the Prince of Thebes, who reigned as Governor of Upper Egypt 2,650 years ago. The city, noted for its magnificence, was the capital of the ancient Egyptian Empire.

Mentemhet held the important religious post of Sacerdotal Primacy of Egypt. His rank in Theban priesthood was merely that of Fourth Prophet, a comparatively lowly estate. But under his powerful political guidance and great wealth, Mentemhet completed costly restorations of the temples, perhaps after destruction by the Assyrians. The High Priest's palace was found in perfect condition.

Virtually three-quarters of Pharaohs' tombs that have been uncovered have been either robbed or looted. Fortunately, Mentemhet's resting-place was untouched.

Not alone in earthly riches is the find significant, for inscriptions in the Mentemhet burial chamber may soon lead the archæologists to the tombs of fourteen Pharaohs who lie, undiscovered, in the fabulous Valley of the Kings. These hieroglyphics disclose the dates of several Egyptian kings, whose burials were outstanding events. It will, the archæologists estimate, take another year to work their way through the innermost chambers to the precious sarcophagus of Mentemhet himself.

This burial place is as lavish and ornate as any of the Pharaohs' tombs discovered to date. The tomb shows repeated evidence of lavish handiwork on every wall, in every room. Snow-white marble in one cavernous chamber tells the story of the High Priest's life, his deeds and his varied accomplishments.

(Continued on following page)

NOT FAR AWAY FROM THE BURIAL CHAMBER OF MENTEMHET, IN THE FABULOUS DISTRICT OF THE VALLEY OF THE KINGS AT THEBES, IS THIS MAGNIFICENT TEMPLE TO QUEEN HATSHEPSUT, EGYPT'S FIRST WOMAN RULER, who reigned during the Eighteenth Dynasty, 1,500 years before Christ. Archæologists under the direction of the Egyptian Government are restoring this shrine and completing the work of early discoverers at Thebes.

THE UNCOVERING OF THE BURIAL PLACE OF MENTEMHET

(*Continued from preceding page*)

Dr. Zaccaria Gonheim, in charge of excavation, showed the archæologists three mummies interred about 2,700 years ago. One was so remarkably preserved that they marvelled anew at the ancients' chemical mummification processes, the secret of which has been lost in the sands of the Nile. Marble walls were coloured with spectacular birds and animal representations. Mentemhet's servants were hailed as "Assistant High Priests" with the powers of a minor Sun God.

The staunchest ally of those engaged in excavation work is the Egyptian fellaheen, or farmer, so, therefore, most archæological tasks are performed during the winter months when crops are idle. These Egyptian farmers are thoroughly familiar with the contour of their native soil. The skilled fellaheen can tell you almost instantly whether the ground has been disturbed or dug into—with a pretty accurate estimate of just when it happened.

When Howard Carter was digging for King Tutankhamen's tomb in 1922, he suddenly became ill and had to leave the excavation in charge of one of his trusted fellaheens. For weeks this man had been urging Carter to "dig to the right because the earth on the left has been dug into 100 years ago."

Carter consistently ignored the advice. As a consequence, when Carter fell sick, the knowing fellaheen, following his own particular belief, came upon one of the most rewarding Egyptian discoveries in history!

It has been estimated, incidentally, that no more than one-tenth of Egypt's underground treasures have been brought to the surface, which fact gives one some idea of the Nile country's wondrous wealth.

The experts are looking for the tomb of glamorous Cleopatra, as well as the underground chambers containing Egypt's "fourteen lost Pharaohs," one of whom was the famous King Ahmose (Eighteenth Dynasty —1507 B.C.).

Worldly treasure is not all that is being sought by Egypt's archæological groups. Correction of historical errors often is made through freshly-found evidence. An example of this is the recent discovery that the famed Pompey's Pillar in Alexandria was not built in honour of Pompey at all. Instead, it was erected years after his death, in honour of the Emperor Diocletian.

THE MAMMOTH CARVED HEAD OF QUEEN MENTEMHET, WIFE OF THE HIGH PRIEST OF THEBES, whose burial chamber has just been uncovered. The granite carvings are believed to have been floated 600 miles down river to take their place in the tomb. She was the first woman ruler in history nearly 3,000 years ago. She personally led expeditions which spread Egypt's trade and culture over the Middle East.

A clue to the beloved of antiquity is provided in this inscribed section of wall in Queen Hatshepsut's Temple. Translated, the hieroglyphics pay tribute to Queen Hatshepsut, "beloved of Hathor Mistress of Thebes." Symbols are read from left to right.

A carved do[illegible]rame to one of the lesser Priests' chambers found in the [illegible]mb of Mentemhet is examined by Dr. Gonheim. Sections [illegible] the wood were held together by well-fitted pegs. The carp[illegible]ers of antiquity did not use nails, screws or cement.

SOLID MARBLE STATUES OF THE HIGH PRIEST MENTEMHET and his wife were erected at the entrance to their tomb. It was under the direction of Mentemhet that many glories of Egypt's past were restored and improved during his reign as Governor of Upper Egypt. The new finds were made under 150 feet of sand and rock, a short distance from the temple of Queen Hatshepsut, after three years of work carried out by Egyptian archæologists. The burial palace was found in perfect condition, with carved inscriptions on the wall relating his fabulous career.

[illegible]NTO THE LIGHT AFTER NEARLY 3,000 YEARS, COFFINS CONTAINING THE MUMMIFIED REMAINS OF SERVANTS OF MENTEMHET ARE BORNE ON THE SHOULDERS OF NATIVE WORKMEN OUT OF THE TOMB. Close to 150 ft. of overburden (sand, stones and silt) had built up over the burial chamber during the thirty centuries it had been hidden from view at Thebes. Note the remains of the carvings which cover the walls in this picture.

THE GUILDHALL BANQUET

The Lord Mayor for the Festival Year Receives His Guests

THE TRADITIONAL LORD MAYOR'S BANQUET IN BOMB-SCARRED GUILDHALL—THE NEW LORD MAYOR TAKES HIS PLACE AT THE CENTRE OF THE TABLE: On the left of Alderman Lowson are the Prime Minister, Mr. Attlee; the Lady Mayoress, Mrs. Lowson; the Lord Chancellor, Lord Jowitt; and, a little to the left, the Bishop of London, the Rt. Rev. J. W. C. Wand. On the right of the new Lord Mayor are the retiring Lord Mayor, Sir Frederick Rowland, Miss Rowland, the Brazilian Ambassador, and Mrs. Attlee.

The Prime Minister, who responded to the toast of "His Majesty's Ministers," at the banquet, said that we are all hoping to receive a great many guests next year for the Festival of Britain. "I hope," said Mr. Attlee, "that its success may rival that of its predecessor of a century ago."

THEY NOW LIVE AT THE MANSION HOUSE—THE THREE CHILDREN OF THE NEW LORD MAYOR: On their way to the Guildhall banquet are Gay, aged twelve; Melanie, aged ten, and little six-year-old Ian.

THE YOUNGEST LORD MAYOR IN 600 YEARS—ALDERMAN DENYS LOWSON AND MRS. LOWSON RECEIVE THEIR GUESTS AT THE GUILDHALL BANQUET: Behind them stand their three children, while on either side stand the City Sword-bearer and the Mace-bearer. Alderman Denys Lowson also sets a record for height: he is 6 ft. 4 ins. tall. He is aged forty-four. The forthcoming Festival of Britain will take place during his year of office.

The END of the REBELLION in PUERTO RICO: and How it was Suppressed in a Few Days

THE REPORTED SITE OF THE PLOTTING: Members of the National Guard of Puerto Rico are here seen surrounding the house of Blanca Canales in Jayuya. Canales is alleged to be the leader of the Nationalist Party in that area and his house is stated to be the spot where the plot to assassinate President Truman was hatched. Blanca Canales was taken into custody by the National Guard during their island-wide round-up of all the known Nationalists. Communists are also known to have played a big part in the rebellion.

THE BROTHER OF ONE OF THE TRUMAN WOULD-BE ASSASSINS SURRENDERS: Elio Torresola is here under guard after being taken into custody by a Puerto Rican policeman (on left) and two F.B.I. men (at rear). Torresola surrendered with a band of 130 rebels on November 3 near Jayuya. He led the band in a fight before fleeing into the nearby hills. Torresola decided to surrender when he learned of the death of his brother at the hands of the White House guards defending Mr. Truman.

AFTER THE QUELLING OF THE REBELLION: At an interrogative centre in San Juan, capital of Puerto Rico, more than fifty Nationalists and their sympathisers—both men and women—are lined up for questioning. Over 400 in all were captured or surrendered as Governor Luis Monuz Marin moved promptly to put down the short, but bloody, rising.

PEDRO ALBIZU CAMPOS, PRESIDENT OF THE NATIONALIST PARTY IN PUERTO RICO, walks through the grilled door in Insular Police Headquarters at San Juan after his arrest. The Attorney-General has told newspaper reporters that two specific charges will be made against Campos—intent to murder a police inspector; and an attempt to overthrow the Insular Government by force. More than 400 Nationalists and Communists were arrested as a result of the abortive rising, in which some 200 persons were killed. Campos was arrested at his house by police who used tear-gas shells to force him out into the open.

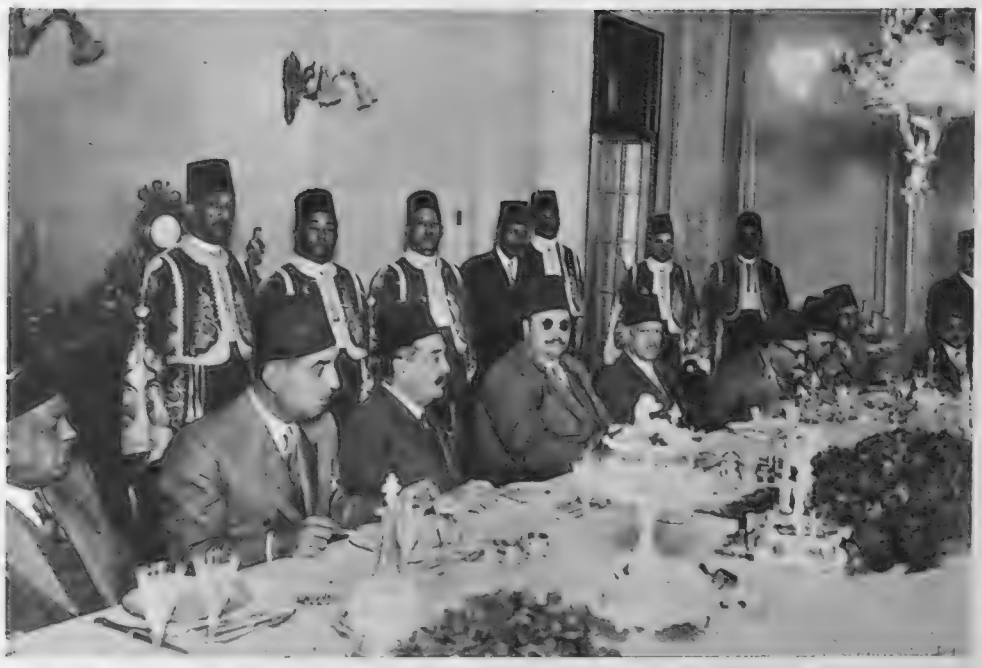
NATIONALISTS AND SUSPECTED COMMUNISTS MARCH PAST ARMED NATIONAL GUARDSMEN IN SAN JUAN on their way to be interrogated: This followed the abortive Nationalist revolt earlier in the week. Several hundred persons were taken into custody in the round-up which followed and these are now being interrogated by the police to assess their culpability in the rising.

While Puerto Rican guardsmen cover a street in Jayuya to prevent further disturbances by the Nationalists, a comrade marches two suspects to a prisoner compound. The uprising was quickly brought under control, and the administration is confident that it has successfully and permanently snuffed out the uprising. Many of the Nationalists arrested after the rebellion have already been released from jail.

As the Nationalist uprising drew to a close, Governor Marin called off the National Guard and the island returned to normal. The task on hand then became the registration for the vote to be taken on the new Territorial constitution. A group of women are pictured above registering for the plebiscite to be held on June 4, 1951. The men followed a day later.

FROM EGYPT TO AMERICA

A SURVEY OF THE FOREIGN NEWS IN PICTURES



KING FAROUK BACK IN CAIRO AFTER HIS RECENT VISIT TO EUROPE: Cabinet Ministers are the guests of the King of Egypt at a luncheon given by him at the Koubbeh Palace, near Cairo, shortly after he returned to his capital from his recent European tour. Before going on to Cairo, the King had spent a few weeks in Alexandria. The return to Cairo officially terminated the stay of the Egyptian Court and of the Government in the summer capital. During the celebrations which followed the King's return, 10,000 paupers were given free meals.

THE ROME MEETING OF THE COMMITTEE OF MINISTERS OF THE COUNCIL OF EUROPE: Foreign Ministers and representatives of fifteen European countries seen during a session of the Council with M. Spaak, of Belgium, in the chair. The Ministers signed the Convention of Human Rights even though several amendments were to be submitted to "experts" for further study. The French Ministers, who resented this action being taken, stayed away from the signing ceremony. M. Spaak then expressed dissatisfaction at the growing tendency to refer matters to "experts." He said that had nothing to do with democracy.

THE MONT BLANC TRAGEDY—THE LOCATION OF THE CONSTELLATION AIR-LINER WHICH CRASHED WHILE FLYING FROM BOMBAY TO LONDON: Hardly discernible in the white loneliness of the summit of Mont Blanc lies the wreck of the Indian air-liner which hit the north-west wall of the Alps, while on its way to London with forty men of the Indian Merchant Marine who were to join ships in this country. When a Swiss aircraft, during a temporary improvement in weather, was able to photograph the wreckage no signs of survivors were seen by any member of the crew. The weather did not allow the aircraft to fly low over the wreckage. The wreckage has been located at a spot a few hundred feet from the Vallot hut (14,312 ft.). Search parties were hindered in their task by persistent snow-storms. One party advancing towards the Aiguille du Gouter hut, 12,523 ft., was for a time feared lost. They had passed an extremely dangerous obstacle before being located by a French aircraft. It is possible that the crash occurred soon after the Geneva Airport ordered the plane to climb higher while approaching the north-western Mont Blanc Ridge.

AFTER EIGHT YEARS AS PRISONERS OF THE RUSSIANS: One hundred former Dutch S.S. men arrived in Berlin by train from Kiev in Russia, on November 4, after having been held in captivity for as long as eight years. They are being cared for by the Red Cross in West Berlin until they can board a train for home in a few days' time. Wearing typical Russian winter clothing, the men are reported to be in good health.

THE WRECKED CONSTELLATION ON MONT BLANC: It is believed that the right wing of the aircraft struck the north-western Mont Blanc ridge and that the burning wreckage then fell on both French and Italian territory. In the search for possible survivors a well-known guide, M. Rene Payot, fell into a crevasse and was killed. The crash occurred at a time when conditions on the higher Alps are the worst possible.

A GERMAN BREAKS THE CYCLING SPEED RECORD : The West German cyclist Heinz Kramer has just broken the record set up a few weeks ago by a French cyclist named Meiffert. Paced by a motor-cycle, Kramer cycled 1 Km. in 23.3 secs., equivalent to 154.5 Kms. per hour, or approximately 95 m.p.h. This picture was taken during the attempt and shows Kramer flat out behind the shield.

TWO SHIPS GO TO THE FAR EAST BY SHIP : A 170-ton coasting vessel is hoisted aboard the Dutch vessel *Modjokarta* in Rotterdam Harbour to join a sister-ship, already lashed down on the deck. This unique method of transporting the two vessels (together with four other, smaller ships) is claimed by the company to be the first time it has been attempted.

A KILLER IS BROUGHT INTO COURT IN CHAINS : A paratrooper's dagger and a detailed diary were exhibits when Rudolf Pleil, aged twenty-six, was charged at Brunswick with the murder of ten women. Hundreds of people queued for the trial, but the judge excluded the public "for moral reasons." This was when the prosecution started to read the diary. Pleil, a waiter—short, squat, and with beetling eyebrows—was led into court in chains. He is already serving a twelve-year prison term for killing a shop assistant with an axe.

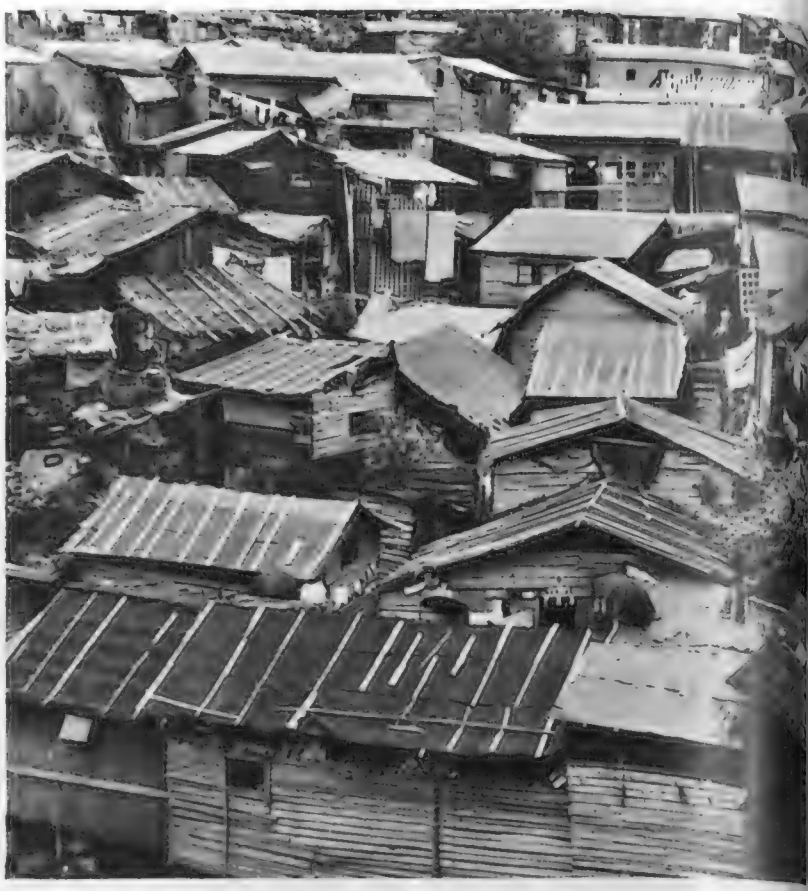
A THREE-WAY HAND-SHAKE IN WASHINGTON—PRESIDENT TRUMAN GREETS LEADERS AND THEIR ADVISERS AFTER THE TWELVE-NATION DEFENCE CONFERENCE : Left—Italian Minister Randolfo Pacciardi; centre, British Defence Minister Emmanuel Shinwell, and Mr. Truman. The Ministers discussed the French proposal for incorporating German troops in a European army, but no satisfactory conclusion was reached.

PRESIDENT TRUMAN RECEIVES MR. EDEN : The Deputy Leader of the Opposition in the House of Commons (right) with the British Ambassador in Washington, Sir Oliver Franks, during a visit to the White House. Mr. Eden was present in the United States as a representative of the British War Cabinet at the unveiling of the equestrian statue of Field-Marshal Sir John Dill. Mr. Eden was subsequently absent from several vital divisions in the House of Commons.

HOMEWARD-BOUND FROM KOREA : H.M.S. *Triumph*, one of the Royal Navy's best-known aircraft-carriers, is here shown at Malta, where she arrived recently on her way home from Far Eastern waters. She steamed 18,600 miles in the vicinity of Korea in support of the United Nations ground forces : her Seafire and Firefly aircraft have flown 895 sorties during the Korean operations, and the carrier helped to cover the American landings at Inchon, before leaving for home. H.M.S. *Triumph* was expected to arrive at Portsmouth towards the end of last week. She is a vessel of 13,350 tons.

MISS LYNN FONTANNE'S BROKEN WRIST : The English-born actress leaving the theatre in Portland, Maine, after having broken her wrist. This occurred two hours before the rise of the curtain : the actress had the wrist set, returned to the theatre for the show, and then went back to hospital.

NORTH POINT, NORTH-WEST POINT OF THE ISLAND OF HONG KONG, COLONY OF 2,000,000 INHABITANTS: The city stretches over a narrow strip of shore, seven miles long, between mountain and sea. Its population has been recently increased by the influx of refugees from Communism who have established themselves on the island round Mount Davis. Although Hong Kong is to-day a veritable arsenal there is still a sense of security for travellers in the troubled areas of the Far East. The pictures on these pages were taken from a top window (see arrow) of this tramcar, which passes right through the city and on to "Happy Valley."



HONG KONG'S TIGER'S GARDEN: At the foot of this slope stand these miserable shan like huts, in which live thousands of coolies. In the surrounding areas Mount Davis, known as Hong Kong's Shanty town, refugees are building more hu

APPROACHING CAUSEWAY BAY: As the tramcar approaches this area of the British Crown Colony of Hong Kong there are more and more modern buildings to be seen. Many roads, as seen in this picture, are under construction and improvement.

A FAMILIAR CHINESE SCENE—CAUSEWAY BAY, A PORT FOR THOUSANDS OF JUNKS Living in these junks are families which, when not engaged in fishing, fer cargoes from place to place across the causeways and waterways of the colo

TO-DAY IN HONG KONG

A GATEWAY TO COMMUNIST ASIA

A Tramcar Ride Through the Peaceful British Colony in a Much-troubled Area

The British Crown Colony of Hong Kong remains to-day a somewhat isolated and peaceful spot in the troubled areas of the Far East. It is a place where Europeans can feel a sense of security; where the terrorists, often repulsed, and often infiltrating again, have not yet succeeded in drawing the colony into the whirlpool of panic and war which disturbs much of the rest of the Oriental world. The traveller coming from Saigon, Manilla or Rangoon, is greatly relieved when he is assured that even a European is able to walk abroad in all parts of the city without fear of attack.

Why has Hong Kong kept this peace and security even in the present troubles? There are three reasons. First, Hong Kong is a port of transit, and the whole population lives on trade. Since trade flourishes only when the guns are silent, every citizen of Hong Kong, from the rich British banker to the last Chinese docker, wants to keep the colony free from war. Second, in spite of the terrorists, who have certainly been active at times, the Government of Mao-Tse-Tung just now has its own reasons for letting Hong Kong pursue its normal activities as a port transit. Much valuable merchandise reaches Red China way of Hong Kong, and the British port provides the whole Communist Asia with an open door to the rest of the wor The third reason is due to the airfield at Kowloon. Whe Chiang Kai-shek and the Kuomintang left China, they abandone here practically all the civil air-liners and commercial aircraft China. When London recognised the Government of Mao-Tse Tung, Red China's right of ownership of these planes was implicitly recognised. But Mao-Tse-Tung has still to recog the Government of Britain, and he shows no signs of doing The planes remain at Kowloon as a partial security, so long the question of British interests remains unsettled.

Hong Kong is undoubtedly the happiest synthesis of Easter and Western culture to be found in the Far East. The peace life led by different races and classes, right on top of one another as witness these pictures taken during a tramcar ride throug Hong Kong's city, is an example to the rest of the troubled Eas

HE WAY TO "HAPPY VALLEY"! A tramcar destined for "Happy Valley" passes own Hennessy Road in the new Chinese business quarter of Hong Kong.

IN THE FINANCIAL QUARTER OF BRITAIN'S FAR EAST COLONY: Vehicles of both Western and Eastern civilisation side by side at a traffic-light crossing in the city.

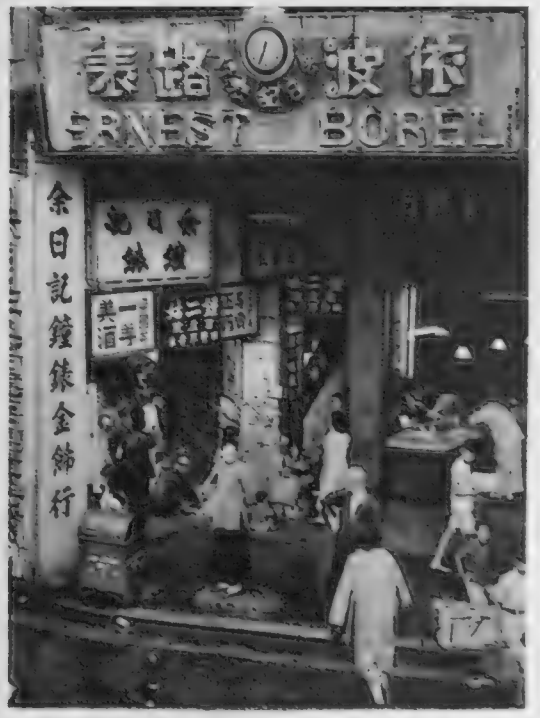
HE ONLY CITY IN ASIA WHERE THERE IS FREE CURRENCY EXCHANGE: Chinese banks along Queen's Road, on the way to Victoria, oldest Chinese business centre in the city. Here it is possible to buy goods with any kind of foreign money.

HONG KONG'S WALDORF HOTEL: Desperately short of living accommodation, the British Crown Colony of Hong Kong is feverishly building new houses and new hotels for her growing population.

CROSSING THE CITY STREETS: A newsagent stands at her stall while another waits to cross the road while taking lunch to her husband.

UNCH HOUR FOR THE WORKERS: These young working girls wear a simple dress, with heelless sandals, which is almost a uniform for their class. They emerge from the countless small workshops in the colony during the midday break.

THE FAMILY WASHING ACTS AS A CURTAIN: From the top deck of a tram it is sometimes possible to look into the first-floor rooms where live workmen, clerks and small-time merchants.



THE END OF THE JOURNEY—TERMINUS, WESTERN MARKET: A Chinese section where hundreds of shops sell everything from food to jewellery.

THE BRAMBLE ISLAND EXPLOSION

Scenes of Destruction at the Essex Explosives Works

An accident in the mixing room of the Bramble Island (Essex) Explosives and Chemical Products, Ltd., factory five miles south of Harwich, caused the death of three men, probably another, and injured twenty-five others. Men were working in the mixing shed at the time of explosion when the missing man was seen wheeling a trolley-load of explosives. Fire appliances and seven ambulances were rushed to the area and the whole factory site was cordoned off by the police. After the explosion a roll call of all employees at the factory was taken. Bramble Island is one of a group in Hamford Water. The factory is in an isolated position. The island on which it stands is located on marshy ground and is surrounded by water at high tide. There is a village a mile-and-a-half away. The only access to the factory is by a single track from the main road, two miles away.

THE SCENE OF DESTRUCTION AT BRAMBLE ISLAND, NEAR HARWICH, AFTER THE EXPLOSIVES WORKS EXPLOSION IN WHICH THREE PEOPLE WERE KILLED : One man, who was wheeling a trolley-load of explosives in the mixing shed when the explosion occurred, was reported missing, and twenty-five others were injured. There were about 200 workers in the factory at the time of the explosion. The crater on the right denotes the position of the mixing shed.

ONE OF THE MANY WRECKED SHEDS : The mixing shed and twenty other sheds throughout the factory site were either destroyed or damaged during the explosives explosion.

SOME OF THE DESTROYED SHEDS WITH THEIR PROTECTIVE EARTH BLAST-WALLS : Pieces of the mixing shed were found over a radius of 200 yards. The explosion shattered many windows in the Clacton area, 10 miles away.

BACK STAGE WITH THE D'OYLY CARTE COMPANY

The Interpreters for Over 50 Years of W. S. Gilbert and Arthur Sullivan's Immortal Comic Operas

Photographed by Roger Wood

Born in the year 1875 and still going strong, the D'Oyly Carte Opera Company plays Gilbert and Sullivan operas all year and every year throughout Britain—and in the United States. Soon, however, expiring copyrights will make the music of these great comic operas free to all, although the copyrights of Gilbert's libretti will still be secure until 1961. It has been suggested that the Government should "protect" the operas as part of the national heritage.

WILLIAM SCHWENK GILBERT, the Alan Herbert of Victorian England, would have had something pretty pungent to say if he could have heard a question in the House of Commons a few weeks ago. Mr. Harold Wilson, President of the Board of Trade, and thus rather unexpectedly responsible for copyright in works of art, was asked if the Government would change the law "in order to protect the finest examples of English light music from arrangers." His answer that the matter was "under consideration" would have been child's play for Gilbert, pointed satirist of the favourite phrases of bureaucracy. But not even Sullivan, musical half of the partnership, could have understood Mr. Wilson's reply to the inevitable supplementary: "I should myself deplore the performance of Sullivan's music in what I understand is technically called 'jive,' 'bepop' and similar terms."

This month (November) marks the fiftieth anniversary of the death of Sir Arthur Sullivan, and accordingly the end of copyright in all his works. That the event has moved the Government to consider proposing an Act of Parliament, and a novel one at that, is a sign that the Gilbert and Sullivan partnership has been formally admitted to English history. It would have tickled Gilbert, while proving a somewhat mixed joy to Sullivan, who was always faintly ashamed of the easy success of the light pieces he tossed off for the comic operas, and much preferred his oratorios.

What happens now to this slice of English history? Will the famous pair be remembered by what Boyd Neel calls the horrifying prospect of "Mikado boogie," or will the purists triumph? Already Hollywood has announced *The Return of Gilbert and Sullivan*, a film which will use the original music, but not Gilbert's words, which are copyright until 1961. A counter-blast is being prepared in London by Sir Alexander Korda, at work on *The Personal Lives of Gilbert and Sullivan*, with permission to use the best-known tunes and lyrics. And as the D'Oyly Carte Company are next spring returning to their original home, the Savoy Theatre, for the first time in ten years, 1951 looks like being a festival year for the "old firm," as well as for Britain.

Present holder of all the copyrights is Miss Bridget D'Oyly Carte, who inherited them, and most of a £260,000 estate, including interests in famous hotels, from the late Mr. Rupert D'Oyly Carte. She is the granddaughter of the Richard who brought Gilbert and Sullivan together in 1875. Unlike every other theatrical impresario in the world, she is shy and retiring, never talks to the Press, is never photographed, and until recently has disapproved of anything but the most modest publicity for her company, which performs tirelessly in all the principal cities of Britain. Now Miss D'Oyly Carte has taken her company to America and Canada for a tour of six months. In accordance with tradition, they opened in Boston, which saw the American first night of Gilbert and Sullivan in 1878. This time their performances will point the moral of what will be lost if the traditional style of the operas is forgotten, the style which Richard D'Oyly Carte, and Gilbert himself, created.

(*Continued on following page*)

BEFORE THE CURTAIN GOES UP: Ladies of the chorus making ready for their appearance in *The Mikado*. In the D'Oyly Carte Company, the performers' fingers are never out of the make-up box for long. All the principals are trained in the chorus, slowly progressing to understudying the important leading roles. Many of the present chorus have been with the Company for years, and have appeared in theatres all over Britain and in the United States and Canada.

ONE MINUTE PAST SEVEN O'CLOCK—ANY NIGHT OF THE WEEK AT THE D'OYLY CARTE OPERA: The audience has had time to settle down. Musical Director Isidore Godfrey looks at his watch in the prompt corner before going out to the front of the house to raise his baton. Producer Miss Evans waits, right, while the chorus of *The Mikado* get ready to go into the famous opening lines: "If you want to know who we are, We are gentlemen of Japan."

BACK STAGE with the D'OYLY CARTE Company

(Continued

GENTLEMEN OF THE CHORUS ("PATIENCE") OCCUPY THEIR SPARE TIME IN THE DRESSING-ROOMS WITH CARDS, BOOKS, CIGARETTES AND SOFT DRINKS: The chorus is particularly important in all the Gilbert and Sullivan operas: they portray many broadly-drawn English types.

W. S. GILBERT COULD NEVER CREATE A CHARACTER WITHOUT GIVING IT JUST A TOUCH OF SATIRE—SOMETIMES A LITTLE MORE! So he does with his soldiers in *Patience* and the heavy Dragoon Guards uniforms help to reinforce his point.

A NEWCOMER TO THE COMPANY is Neville Griffiths, who sings Nanki Poo in *The Mikado*

THE TRIAL SCENE FROM "TRIAL BY JURY," THE FIRST OF THE GILBERT AND SULLIVAN OPERAS: Now seventy-five years old, it is one of the current productions on the American tour. *Trial by Jury* was presented at the Royalty Theatre on March 25, 1875, when D'Oyly Carte was manager to Selina Dolaro.

A SCENE FROM THE COMPANY'S PRODUCTION OF "RUDDIGORE": Ancestors of the Murgatroyd family have come alive, stepping down from paintings on the wall to reprove their descendant. This is a very favourite opera in the Company's repertoire.

THREE OF THE PARTS PLAYED BY PETER PRATT: *On left*—As a guardsman in *Patience*; *in centre*—As one of the chorus in *The Mikado*; and, on right —Again in *Patience*, this time as a poet.

(*Continued from preceding page*)

That very style is to-day the cause of violent controversy in the otherwise harmonious world of comic opera. The critics, and they include some big guns among them, complain that the policy of the D'Oyly Carte Opera Company in slavishly following the old recipes for success is hopelessly out-of-date, that the production has become mediocre and the "comic business" ossified, that the musical grace and charm of the scores is to-day stillborn, and, in fact, that a dead hand has been laid on the enchantments of the original operas. Grave charges against the sole custodians of what M.P.s are calling "part of the English heritage"!

Darrell Fancourt, sixty-four years old and doyen of the company, has been acting in the operas for the last thirty years. He has his own answer to the critics, and his own way of telling it, in the intervals of his sixty-minute make-up as the Mikado.

"You know," he said, hitching up an old [illegible] dressing-gown which looks as if it has seen at [illegible] 1,000 theatre dressing-rooms, "I 'd never even seen a Gilbert and Sullivan opera when my agent first suggested I might join D'Oyly Carte—just to fill in for a couple of years, he said. What 's more, I was quite sure I didn't like light opera. Nowadays, after thirty years of good fun, not work, I do like it, but that 's by the way.

MARTYN GREEN IS ONE OF THE MOST FAMOUS NAMES OF THE COMPANY: His singing and his sense of comedy have endeared him to thousands. Here he makes ready to play Koko in *The Mikado*, probably his best-known role. "I have no favourites," he says. "In fact, I don't know when I enter the theatre what part I am to sing that evening. The first thing I do is to look in the wardrobe to see what costume has been put out for me."

MARGARET MITCHELL, a charming Phyllis in *Iolanthe*, holds a mirror for Ella Halman, who is making-up for the part as the Fairy Queen.

DARRELL FANCOURT AS THE MIKADO: He has played the part for just over thirty years; is now sixty-four, but looks forward to playing it for a good many years to come. "I'd never even seen a Gilbert and Sullivan opera when I got this job," he explained. "But now I look back on it as thirty years of fun, not work."

THE LADIES OF THE CHORUS "GO ALL POETIC" IN "PATIENCE," their arty robes helping to make Gilbert's points as he makes fun of the æsthetes of his day. In this opera, Gilbert gave the fullest rein to his irony, castigating the decadence and wilfulness of the "art for art's sake" school.

THE "THREE LITTLE MAIDS" OF THE FAMOUS SONG IN "THE MIKADO" ARE GREAT TEA-DRINKERS: They keep the stage-door keeper at the Sadler's Wells busy during the Company's season at that theatre. They are Joan Gillingham, Margaret Mitchell and Joyce Wright.

"They took me in hand and tried to get me to play the Mikado, and then Dick Deadeye, with all the traditional gestures. Without knowing anything about what Gilbert and Richard had wanted, I soon knew I couldn't play the Mikado in the oily style wanted by Rupert, son of Richard. So I told him, 'Give me your idea and let me interpret it in my own way.' I did that, and Rupert said: 'It's different, but do it.'

"There was a tremendous fuss over that, you know—almost rocked the foundations at Savoy Hill. Our fans have always been sticklers for accuracy. And there was just as much controversy over Dick Deadeye—until Rupert found some old letters of Gilbert's, which showed he wanted my approach at first, then changed his ideas to suit the personality of the original actor.

"Tell 'em no West End company ever had so much freedom of action. Rupert D'Oyly Carte always had an open mind on interpretation. I remember his telling Derek Oldham when he joined us not to see the productions at all, but to bring a fresh mind to his parts."

To school its actors in the traditions of the company, all D'Oyly Carte principals are trained in the chorus, slowly progressing to understudying important roles. The usual star system is frowned upon, because "Gilbert and Sullivan are our stars." Only Darrell

(*Continued on following page*)

BACK STAGE with the D'OYLY CARTE Company

(*Continued from preceding page*)

Fancourt and Richard Watson, of the present cast, did not come in by way of the chorus.

Martyn Green—most people have seen his equally famous Koko in *The Mikado* and his Major-General in *Pirates of Penzance*—is fond of a story which shows how history repeats itself, sooner or later, in the D'Oyly Carte annals. In the 'So's, Sullivan, as he often did, was standing at the back of the house, humming his own tunes to himself, as the orchestra played the overture to one of the operas. A military gentleman standing beside him turned sternly and hissed in his ear: "Sir, may we hear the tunes as Sullivan wrote them?" The composer apologised profusely and crept away.

In 1945 came the sequel. A flight-lieutenant in New Delhi, Martyn Green returned to camp one night to find a record concert in progress in the open air. As he took the only seat available, among a group of very senior officers, the sound of his own recording of the famous "Tit Willow" song came over the amplifiers. Unconsciously, he burst into song, and his voice needs no microphones or amplifiers. A wing-commander leaned across and tapped him heavily on the knee: "*I* want to hear it sung by the chap who knows how." Abashed and embarrassed, Green was silent.

Martyn Green never knows which of the twelve operas is on when he enters the theatre. He finds out by looking in his wardrobe to see which costume his dresser has put out for him. "By keeping to this routine," he explained, "I've never yet found myself in the awkward position of Sir Henry Lytton, who once made himself up as the Mikado, and then arrived in the wings to find that *The Gondoliers* was in full swing!"

Richard D'Oyly Carte, son of a flautist and himself the composer of an operetta, can hardly have known what he was starting when he persuaded Gilbert to write a libretto for some music composed by Sullivan. The result was *Trial by Jury*, which took the town by storm. A new opera company was born, and soon it had a new theatre, the Savoy, for its permanent home. By dint of hard work and infinite patience, D'Oyly Carte got two dissimilar and temperamental artists to join forces, and so began the unbroken series of twelve more operas, which lasted for nearly twenty years.

Between them, the writer and composer gave birth to 156 different characters, not counting the chorus, and at least a dozen tunes which are still hum-able after sixty years. At least one of the characters, Pooh Bah in *The Mikado*, can rank alongside Falstaff in the gallery of great stage figures. And there are ballads, love songs, madrigals, even parodies in the scores which put Sullivan not far below Mozart, and certainly well above all other composers of English light music.

Gilbert, formerly known only as a little-read versifier, became the light-hearted, barb-tongued satirist of every English institution, although he sometimes went as far afield as Japan to make his cracks. His style was brand new, and its remarkable rhythms inspired a great many of Sullivan's tunes. He was a phrase-maker, a jingler, and also, when he wanted, a poet; certainly no librettist has ever been so well known to the public. Scores of his lines have passed into the language. More than seventy are listed in one dictionary of quotations.

One critic summed it all up neatly by saying that Gilbert and Sullivan provide "a complete education in Englishness for anyone unfortunate enough to have been born a foreigner."

He also set his stamp on a hundred English types, or ideas of types. We all know now that noble Lords are never seen without their ermine robes and coronets, that lawyers are inseparable from their quill pens and pince-nez, that gentlemen of Japan affect kimonos and pigtails, and, of course, that every little Englishman is born either a little Liberal or a little Conserv*ative*. But it was a good line when Gilbert thought of it.

The period may be Victorian, but the operas have a good chance of being as timeless as Shakespeare, especially if they survive the threatened infiltrations of Tin Pan Alley, and possibly of Hollywood. It is a new situation, calling for new ideas.

AFTER YEARS OF HARD TRAVELLING, SCENERY CAN BE FORGIVEN FOR WEARING OUT: Painter Rowland Harker is called in to make new scenery for *H.M.S. Pinafore*, but he makes his new flats as close to the original (above) as possible. A London art student was recruited to help him in his work.

A RECORDING SESSION AT THE DECCA STUDIOS IN MAIDA VALE BRINGS TOGETHER THE WHOLE CAST OF "THE MIKADO" IN UNFAMILIAR MUFTI: Darrell Fancourt, who sings the role of the Mikado, is in the front row in open-necked shirt. The conductor is the Musical Director of the D'Oyly Carte Opera Company, Isidore Godfrey. Every year thousands of these records are sold to Gilbert and Sullivan enthusiasts all over the world.

THE NEW TOWN AT STEVENAGE

PREPARES FOR ITS FIRST CITIZENS FROM LONDON

They are to be the Forerunners of Many Thousands Who will Take Up Occupation of the New "Satellite" Town

A GENERAL VIEW OF THE NEW HOUSES BEING BUILT ON THE SISH LANE SITE: In the background are more new houses, while, on the right, is the Stevenage Council Estate, with "prefabs" in the distance.

THE FIRST COMPLETED HOUSES OF THE NEW TOWN which will take many of London's crowded population: They are of conventional design and will be ready for occupation before the end of the month. They are two-storey dwellings, situated on the Stony Hill Estate, north-east of the planned civic centre.

A WORKMAN SWINGS A BIG WOODEN MALLET, as he and his mate lay the kerbs of a side road off the main causeway leading to the new town: Nearly 50,000 tons of earth were moved to make the half-mile-long, 20-ft. causeway.

CONTRASTING WITH THE STEVENAGE COUNCIL ESTATE HOUSES ON THE RIGHT are the new town houses going up on the Sish Lane Site in the middle distance on the left.

VAST CONSTRUCTIONAL SCHEMES ARE AFOOT AT STEVENAGE IN CONNECTION WITH THE WATER AND DRAINAGE SYSTEMS FOR THE NEW TOWN: *On left*—Work is seen in progress at the reservoir which will supply the needs of the new town. *On right*—Workmen are engaged on siting drainage trenches: new houses are seen in the distance, while the foundations for others are visible in the foreground.

The first "immigrants" from London to the new town of Stevenage are expected to move in before the end of this month. The eight two-storey houses which are now up to roof level will be ready for occupation by the "pioneers," who will thus be the forerunners of a medium-sized population in the new "satellite." The tenants of the new houses have yet to be chosen, but they will almost certainly be Londoners—probably the families of men working in the building industry and actually employed at Stevenage.

It is estimated that, if all goes according to plan, 660 houses will be completed by the end of next year, and that there will be another 1,100 houses under construction. In addition to the eight houses almost completed, twelve others have reached first-floor level, and foundations for ninety others and for five blocks of flats have been prepared. Progress on the new town has been held up somewhat by the labour shortage. Now 350 men are employed on the site: 200 of them live at an old Army camp at Aston (about two miles away), and most of the others come in from nearby places (some even from London, Bedford, Cambridge and more distant towns). A hostel house for 250 further workers should be ready by January and, by mid-summer, the labour force will be about 1,000 strong. It is expected that this number will be doubled when building reaches its peak in 1953.

Progress on the new town is already visible over 300 acres. Nearly three miles of roads have been laid and almost 50,000 tons of soil shifted in order to build the half-mile-long causeway which will eventually span the Great North Road as well as the railway. Some of the work is in full view of motorists driving to London from the North. A covered reservoir with a capacity of 7,000,000 gallons will be built 450 ft. above sea-level at Pin Green, and the first part of this scheme, the construction of a 2,000,000-gallon reservoir, is now under way. In eighteen months' time it, like most of this "pioneer" new town, will be completed and ready for full occupation.

ONE OF THE PINNACLES ON THE SOUTH-WEST TOWER OF HISTORIC YORK MINSTER: Having been renovated at the beginning of the century, it is in a fairly good state of preservation: it presents a striking contrast to other pinnacles on the same tower, which had to be left untouched at the time, and which have suffered in consequence.

Preserving England's Architectural Heritage

The RESTORATION of YORK MINSTER

The Rebuilding of Coventry Cathedral: and Work on Two Historic Churches In, and Near, London

THE PINNACLES OF THE NORTH-WEST TOWER AND THE IRON STAYS SUPPORTING THEM: The stonework of these pinnacles is in an advanced state of decay and pieces are constantly falling off. The top of the pinnacle on the right is now missing, and a hole can be seen right through it at its base. Each of these pinnacles is 24 ft. high and weighs about 10 tons.

One of the grotesque wooden bosses in the restored vaulted ceiling of the North Transept: These bosses are 2 ft. across, and support, like keystones, pairs of curved oak ribs.

A member of the works staff of York Minster, examining the stonework on the West Front, finds a piece of loose stone which he removes for safety.

AN EXPERT ON THE STAFF OF THE MINSTER inspecting the stonework of the balustrade over the gallery between the towers on the West Front: Note the iron stays which now support the stonework.

A VIEW OF THE WEST FRONT OF YORK MINSTER, showing the north-west and south-west towers, which are in a bad state of decay. This front will, next year, be encased in scaffolding for vital renovation work to be carried out.

The York Minster appeal for £250,000, launched on June 1 last, has so far raised £90,432. Contributions range from 1s., with £5,000 as the largest single donation, but funds are still urgently needed. Restoration of the North Transept is nearly completed, and in a few weeks work will begin on the new copper roofing. The roof was last restored 100 years ago. Next summer it is hoped to begin the restoration of the West Front, but Canon G. W. O. Addleshaw, the treasurer of the Minster, has stated that he must have in hand £100,000 to complete the work.

The large sum for which the Dean and Chapter have asked for restoration work is commensurate with the great size of the building. In area it is the largest cathedral in England, though Winchester is a little longer and Westminster Abbey slightly higher. The high cost of repairing and maintaining such a building in terms of prices to-day needs no emphasising.

The Minster is also distinguished amongst English cathedrals in possessing an exceptionally fine West Front. To the tops of the two west towers it is 198 ft. in height and, in its combination of originality and beauty, challenges the great West Fronts of French cathedrals. It is this West Front that is now in most urgent need of preservation. With the rest of York Minster, it was built of Tadcaster stone, which was also used until recent years for restoration work. This stone, however, has shown itself to be particularly susceptible to damage by rain and frost. Since 1919 Clipsham stone has been used on the Minster in place of it.

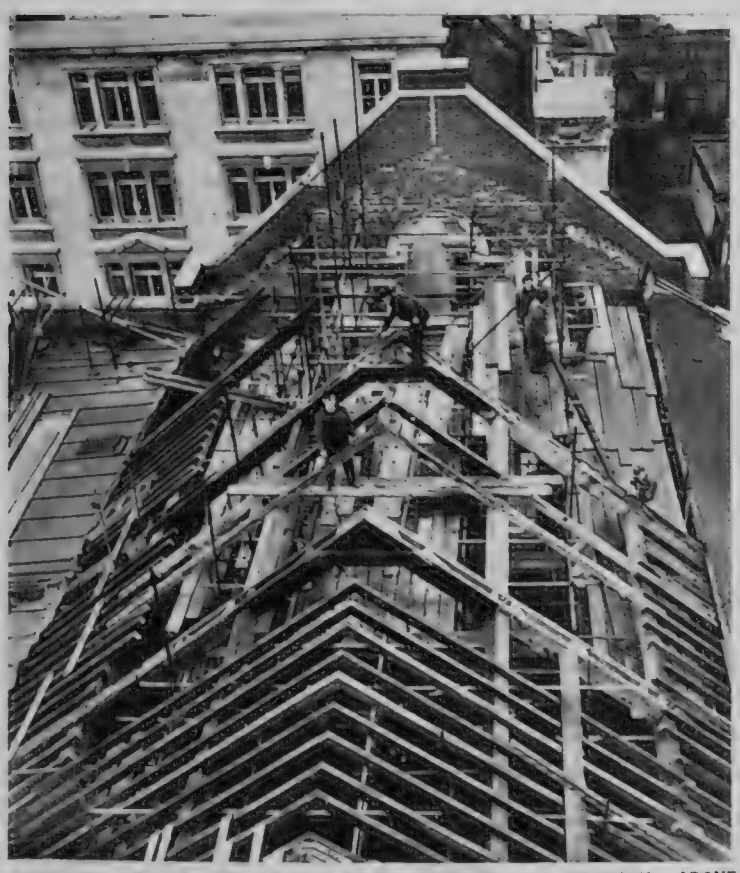
Restorations of the West Front were made in the first years of the nineteenth century, and again—though incompletely—between 1900 and 1905. In this later restoration, which cost £25,000, the eight pinnacles on the north-west tower had to be left untouched for lack of funds, and other stones then passed as fit for further service have since decayed to the point of being dangerous. As it is, fragments of stonework occasionally fall to the ground below, and it has been found necessary to erect a temporary porch with a sand-bagged roof over the south-west entrance.

THE REBUILDING OF COVENTRY CATHEDRAL, FOR THE DESIGN OF WHICH A COMPETITION HAS JUST BEEN OPENED: This aerial view of the centre of Coventry shows the Cathedral's surviving spire and the outer walls of the bombed structure. The future buildings will occupy the same site, plus the area covered with trees beyond it. To the left of the ruined cathedral is Holy Trinity Church, and on the extreme left is the replanned Broad Gate in the very heart of the city. The conditions for the Coventry Cathedral competition allow any architect of British, Commonwealth or Irish nationality to compete: designs are to be sent in by July 1951, and will then be judged by a committee of three. The site is the one indicated in the above aerial view: competitors are required, however, to retain the tower and spire and the two crypts of the old cathedral, either separately or as part of the new building. It has been decided to leave competitors a completely free hand as to the materials they employ, but it is pointed out "that the existing cathedral tower and the nearby Holy Trinity Church, as well as the fourteenth-century St. Mary's Hall, are all built in stone, and a similar good sandstone (light pink-grey in colour) is still available." The cathedral is to seat 1,250, besides the cathedral clergy, 150 diocesan clergy, and a choir of 40. There is also to be a Lady Chapel to seat 75, various other chapels and a chapter house. At the present time there is a sum of £825,000 available for the scheme.

NEW ROOF TIMBERS FOR ST. JAMES'S CHURCH, IN PICCADILLY: This was severely damaged in the war. It is expected that the new timbers will be in place before Christmas, and that in the New Year a start will be made in the work of covering it with copper.

On left—

ST. JAMES'S, PICCADILLY: It is expected that the timbers of the new roof of St. James's Church, Piccadilly, will be in place before Christmas; and that in the New Year a start will be made in the work of covering it with copper—in place of the original lead, which would now be too expensive. This church is the only one built by Sir Christopher Wren in the West End of London: it was severely damaged in the war, but the South Aisle was saved and has been used for public worship for ten years. St. James's has always been a source of pride to Londoners, and its restoration to its former state would be welcomed by many thousands of citizens.



WORKMEN PLACE THE NEW ROOF TIMBERS IN POSITION ABOVE PICCADILLY: For ten years public worship has been carried on in the South Aisle, which was spared when St. James's was bombed.

On right—

Repairs to the 800-year-old East Barnet, Herts., Church of St. Mary have brought to light ceiling paintings which are believed to be Medieval. Inside the church, which was built about forty years after William the Conqueror landed in England, layers of limewash have been peeled off to uncover the old paintings, traces of which are already visible. St. Mary's was built in what was probably a clearing in the Enfield Chase Forest. It was built on clay without foundations, the walls being constructed of rubble and plaster. At the time of building, St. Mary's came under the jurisdiction of the mitred Abbot of the Monastery of St. Albans. About midway up the nave in the north wall is a piscina or credence table, discovered in 1849, when the wainscoting which covered the wall was removed.

CEILING PAINTINGS, BELIEVED TO BE MEDIEVAL, DISCOVERED IN AN 800-YEAR-OLD HERTFORDSHIRE CHURCH: A view of St. Mary's, East Barnet, showing the apertures which once served as windows.

POINTING OUT THE CHERUB PAINTINGS: The Rev. Frank Robinson points out the paintings which can be seen through the ceiling limewash.

A NEW 20-MAN LIFE-RAFT for the U.S. AIR FORCE

THIS UNORTHODOX-LOOKING FLOATING TENT IS THE FIRST 20-MAN LIFE-RAFT TO BE ORDERED IN QUANTITY BY THE U.S. AIR FORCE: It has been designed especially for use in "ditching" operations: it is capable of supporting more than 5,000 lb. weight without sinking; and it is a snug, dry and highly buoyant refuge for airmen forced down at sea.

The new 20-man life-raft illustrated on this page is the latest life-saver to come out of the U.S. Air Materiel Command's Aero Medical Laboratory at Dayton, Ohio. This raft, now being produced in quantity for the U.S. Air Force, is being made complete with canopy, radar reflector and accessory kit, all wrapped up in a compact 18-ins. by 36 ins. bundle. At present, 400 are on order.

Designed especially for ditching operations, the new raft can be tossed from a plane and inflated without getting the air crew's feet wet, all in about one minute. Here is how it is: a 25-ft. lanyard attached to the raft packet is hooked to some object inside the ditched plane and the packet is thrown overboard. When 10 ft. of the lanyard has played out, the raft will automatically inflate and it can be pulled up to the plane's door. To serve as a boarding station, about 3 ft. of the perimeter remains uninflated. Once aboard, the air crew can blow this part up with a hand-pump. Then a mast is erected to support the canopy and radar reflector, the canopy is stretched over the raft (held up with side supports and fastened between the raft's tubes by elastic) and the sea-going tent is built.

The basic raft itself has no conventional top or bottom. Made from two rubberised nylon flotation tubes with a floor section in between, there is no danger that it can inflate upside down in the water since both sides

WHEN FOLDED UP, the 20-man raft can be compressed into a small bundle. It can be inflated in about one minute.

are identical. Each tube is capable of independently supporting twenty men; if one is damaged, an equaliser valve between can be shut off, thereby saving the remaining tube. An inflatable centre bubble under the raft supports its floor 8 ins. above the water's surface. The raft is of great sturdiness and buoyancy. It can support more than 5,000 lb. without sinking, and has survived tests in winds up to 60 miles an hour. The craft itself weighs 49 lb.; its canopy and accessory kit 89 lb. But with its 20-man capacity it can do the work of three-and-a-half of the formerly-used six-man rafts, each of which tipped the scales at 94 lb.

The rubberised nylon canopy of the 20-man raft is dyed a high-visibility neon red and in the future its inside (now yellow for added light reflection) will be changed to sea-blue to aid downed airmen in camouflaging their craft in unfriendly waters. The canopy, which can be raised at the sides to provide added ventilation, is also equipped with a drain to catch rain-water, thus augmenting the drinking-water supply.

Contents of the accessory container, which is attached to the raft itself to prevent loss during inflation, include a hand pump, raft repair assembly, pliers, oars, baling buckets, anchor, day and night distress signals, individual survival rations, emergency signalling mirror, survival manuals, first-aid kits, sea-water desalting and distillating kits, a fishing kit, knives, navigation book, compass, sun-protective ointment and countless other items.

A new-type mattress floor for the raft, still in the experimental stages, is expected to give the craft added rigidity and better insulation.

THE UPPER PICTURE SHOWS THE CANOPY OF THE LIFE-RAFT RAISED AT THE SIDES FOR ADDED VENTILATION: IN THE LOWER PICTURE THE CANOPY IS CLOSED, THE BETTER TO WITHSTAND ROUGH WEATHER AT SEA. The raft contains a number of stores and emergency kit (as described in the accompanying article). It is constructed from two rubberised flotation tubes. Four hundred life-rafts are now on order in the United States for installation in Service aircraft.

THE NEW UNDERWATER CAMERA OF THE U.S. NAVY—TESTING THE ECLAIR AQUAFLEX CAMERA WHICH WILL MAKE THE DIVER-PHOTOGRAPHER ENTIRELY INDEPENDENT OF SURFACE ASSISTANCE: *Above*—A photographer equipped with the camera swims below the surface with the aid of flippers and an oxygen supply mask. *Below*—The new completely mobile 35-mm. underwater motion-picture camera

A NEW CAMERA for UNDER-WATER DIVERS

The United States Navy now has a completely mobile 35-mm. underwater motion-picture camera. It is the Eclair Aquaflex, which was shown recently at the U.S. Naval Photographic Centre, Anacostia, D.C. The new camera will make the diver-photographer a completely independent unit even when submerged below the surface. It is designed so that it can be completely operated from the outside, external controls are provided for the lens diaphragm, focus and starting switch. The unit has detachable wings and vertical rudder which aid the diver to manipulate and stabilise the camera while below the surface. The camera weighs 107 lb. In the picture at the top of this page a diver-photographer is seen swimming through the water with the camera, which is seen from the left side. In the picture on the left, Gerald E. Darrab is seen demonstrating the camera before entering the water for actual tests beneath the surface. By the use of wings and rudder fashioned on the lines of an aircraft, the task of the diver-photographer is greatly eased beneath the water. Good results have already been obtained during tests in the United States.

THE "NAPALM" BOMB, TERROR OF THE NORTH KOREANS IN THE RECENT FIGHTING: The bomb is dropped, ignites, and starts spreading a path of destruction as it nears the tank, which will later be destroyed. The shadow of the Shooting Star, jet aircraft which dropped the bomb, is seen towards the right.

THE FLAMES HAVE NOW REACHED THE TANK IN WHAT APPEARS TO BE A MISTY WHITE CLOUD: The temperature has gone up to 1500 deg., in which nothing can live.

BLACK SMOKE BOILS UP FROM THE TARGET as the whole area covered by the bomb burns furiously. When the flames die down nothing will be found to survive.

A NEW TERROR of WAR

The "Napalm" Bombs Now Being Used in Korea

Reports from the fighting areas in Korea have recently given accounts of the methods by which numbers of Red tanks have been destroyed by aircraft of the United Nations forces. In these accounts, increasing mention has been made of "Napalm explosives": the manner in which these new methods of destruction work in support of troops on the ground is shown in striking manner in the series of four pictures reproduced on this page.

They were taken during a specially prepared test under actual combat conditions by officers of the Fifth Air Force in Korea. Carefully gauged, photographed and observed, the tests proved the terribly destructive capacity of the "napalm" bombs, now so highly dreaded by the North Korean Red Army.

The bombs are carried on the wing-tips of fighters and light bombers. One 100-lb. bomb covers a pear-shaped area about 275 ft. long and 80 ft. wide. Dropped at a minimum altitude, the "napalms" are ignited by the sparking of the tank on the hard ground, by fuse grenades, or by fighter aircraft strafing the area after the bombs have been dropped.

Upon ignition, the bombs burn at a temperature of 1500 deg.: they usually devastate the whole area covered, totally destroying any tanks and crews thus attacked.

On left—The smoke lifts, leaving behind a shell and hulk . . . no longer of any use on the battlefield.

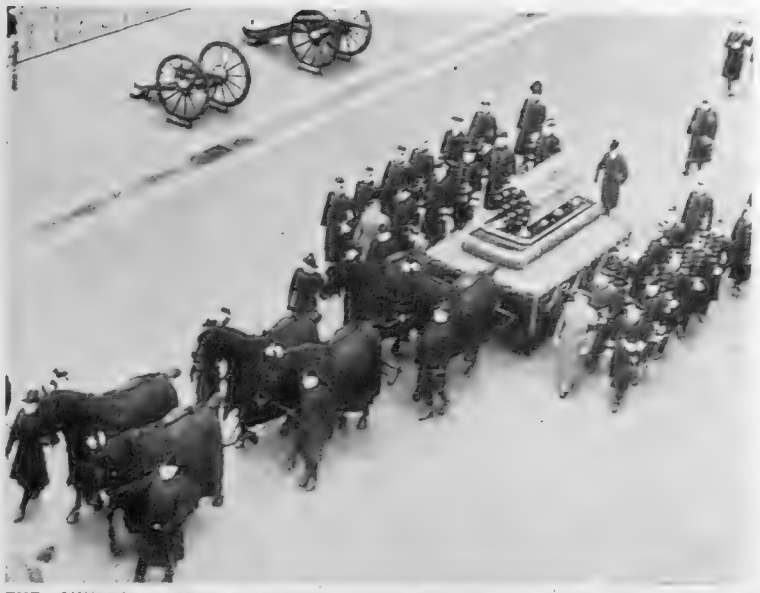
GUSTAV V, FIFTH RULER OF THE HOUSE OF BERNADOTTE, LIES IN STATE IN THE RIDDARHOLM CHURCH: The coffin was draped in red with golden crowns. The funeral took place on November 9.

THE PEOPLE OF STOCKHOLM MOURN THEIR LATE KING: About 100,000 people lined the route in order to pay their last respects.

GUSTAV V. IS LAID TO REST IN THE "KNIGHTS' CHURCH"

The Stockholm Funeral of the late King of Sweden

King Gustav VI of Sweden, King Haakon of Norway, King Frederick of Denmark and President Paasikivi of Finland headed the many mourners who took part in the funeral procession of King Gustav V, who was buried in the "Knights' Church" on Riddarholm Island. King George VI was represented by the Duke of Gloucester, who wore the uniform of a General. Other mourners in the procession included Crown Prince Olav of Norway, Prince Bernhard of the Netherlands, the Crown Prince of Abyssinia and Earl Mountbatten of Burma. Earl Mountbatten is brother of the new Queen Louise. The coffin was preceded by units of Sweden's fighting forces and the Diplomatic Corps followed after the Royal party. A detachment of Britain's Royal Navy was present to pay its respects to King Gustav, who was an honorary Admiral. After a service in church the coffin was borne out to the Bernadotte family burial chapel. The funeral service, in accordance with the late King's wish, was short.



THE FUNERAL CORTEGE WINDS ITS WAY THROUGH THE STREETS OF STOCKHOLM: The coffin is surmounted with the Bernadotte funeral crown.

THE NEW KING FOLLOWS HIS FATHER'S COFFIN: The Kings of Denmark and Norway walked behind the Princes Bertil and Wilhelm. The Duke of Gloucester represented King George VI.

THE 1950-51 SEASON OF THE METROPOLITAN OPERA OPENS IN NEW YORK—THE SCENE WITHIN THE SIXTY-SEVEN-YEAR-OLD OPERA HOUSE, WHICH NOW HAS A NEW MANAGER: The season opened with Verdi's *Don Carlo*. The new manager, Mr. Rudolf Bing, has introduced many changes including new singers and costumes

FIRST NIGHT AT THE OPERA

The Opening of the New Season in New York

The Metropolitan Opera House, New York, was filled to capacity when Rudolf Bing, the new manager, opened the 1950-51 season with a revival of Verdi's *Don Carlo*. As in the past two years, the opening performance was televised. The opera was conducted by Fritz Stiedry. The great social gathering, which this year took place at the time of the elections, was attended by many persons prominent in New York society, in the Diplomatic world and the armed forces. The British Ambassador to Washington, Sir Oliver Franks, and Lady Franks were guests of the manager. The cast of *Don Carlo* included Delia Rigal, Argentine soprano, who made her American debut. In charge of production was Margaret Webster. Rudolf Bing, an Austrian by birth, has had managerial experience in this country

SIR STAFFORD CRIPPS IN TEMPORARY RETIREMENT

The Last Solent Flying-Boat ; and other Home News in Pictures

SIR STAFFORD RELAXES—THE EX-CHANCELLOR OF THE EXCHEQUER AND LADY CRIPPS AT THEIR FRITH HILL HOME, STROUD, GLOUCESTERSHIRE : A new picture of Sir Stafford and Lady Cripps with their two dogs, as they relax at their Gloucestershire home. Sir Stafford resigned his post as Chancellor last month owing to ill-health. He was succeeded by Mr. Hugh Gaitskell. An announcement in the *London Gazette*, dated October 25, stated that the Chancellor of the Exchequer had appointed Sir Stafford Cripps "to be Steward and Bailiff of His Majesty's Three Hundreds of Chiltern." Sir Stafford also resigned his seat at Bristol South-East.

A NATIVE OF SCOTLAND VISITS HIS HOME COUNTY—THE AUSTRALIAN SPEAKER AT INVERNESS : The Rt. Hon. Archie G. Cameron, Speaker of the Australian House of Representatives, signs the visitors' book in the Town Hall, Inverness, during his visit there. Mr. Cameron, a native of Fort William, Inverness-shire, arranged to visit his home town and to call on the Chief of the Cameron Clan before returning to Australia. Mr. Cameron came to this country as one of the visiting Speakers at the opening of the new Commons Chamber.

VETERANS OF MATABELE MEET AGAIN—THE REUNION LUNCHEON AT THE ROYAL EMPIRE SOCIETY : Major May (with "goatee" beard), the secretary, aged eighty-seven, who organised the reunion, with Wing-Commander Lionel Cohen, aged seventy-five, Lieut.-Colonel C. C. F. Hosken, aged seventy-five, and Colonel W. B. Davidson-Houston, aged seventy-seven. Major-General the Earl of Athlone was host.

THE LAST SOLENT FLYING-BOAT LEAVES FOR AFRICA—THE END OF BRITAIN'S FLYING BOATS UNTIL 1953 : Diminished staff at the Southampton Marine Airport, which is to be closed down, wave farewell as the B.O.A.C. flying-boat *Somerset* leaves her berth to begin her last flight. Bound for Africa, she made the last B.O.A.C. flying-boat trip until 1953, when the new Princess flying-boats are to be brought into service. The great 1935 fleet of flying-boats, the pride of the Empire in those days, has been gradually replaced by more economical land planes. This will be the first time that Britain is without flying-boats since the formation of Imperial Airways twenty-six years ago. Until the new massive 10-engined Princess aircraft that carry 105 passengers each are ready, all British air routes will be centred on London.

THE RETIRING LORD MAYOR OF LONDON GOES IN PROCESSION TO GUILDHALL TO HAND OVER HIS INSIGNIA AND SEALS OF OFFICE : Sir Frederick Rowland, upon whom the King had conferred the customary baronetcy, enters Guildhall Yard for the ceremony of the installation of Mr. Denys C. F. Lowson as the new Lord Mayor. At Guildhall all the ancient forms of the ceremony of installation were carried out. As the new Lord Mayor-elect signed his declaration, Sir Frederick Rowland quietly left his seat, which was then occupied by Mr. Lowson. The theme of this year's Lord Mayor's Show was Civil Defence.

POINTING THE WAY TO THE MOON—MOUNTING THE 3·7 ANTI-AIRCRAFT GUN ATOP OF THE SHOT TOWER ON THE SOUTH BANK EXHIBITION SITE: Soldiers ...ting the gun into position for the second time within a month. ... the first occasion the gun crashed 150 ft. to the ground and inju... a gunner. The gun, with its calibrated sights, is to be used as ...mounting for equipment by which visitors to the Festival can sen... ...dar impulses to the moon and see them reflected back.

FIRST COMES THE DEMOLITION—CHISWICK HOUSE IN THE HANDS OF DEMOLITION WORKERS PRIOR TO ITS RESTORATION BY THE MINISTRY OF WORKS: Although the work was started last year, it is not expected to be completed in time for next year's Festival. The house was transferred to the nation by the Middlesex County Council, and Brentford and Chiswick Council, by a deed of gift under the Ancient Monuments Act, 1948. Consent of the local authorities, and the Duke of Devonshire, was given for the proposal to demolish the wings. Chiswick House, built in 1727-1736 by the third Earl of Burlington, art patron and amateur architect, was once the home of the Dukes of Devonshire. It is one of the finest examples of the Palladian style in the country, and in 1948 the Ministry said that "if restored, Chiswick House would be as perfect a gem of architectural beauty as Inigo Jones's miniature palace at Greenwich, and in its own perfect setting would have no rival save the Petit Trianon at Versailles."

THE NEW MARSHALL PLAN CHIEF IN LONDON: Mr. William L. Batt, leading American engineer and business man who has just taken up his post as Minister-in-Charge of the Economic Co-operation Administration Mission to the United Kingdom. He succeeds Mr. W. John Kennedy, who has resigned. Born on a farm near Salem, Indiana, in 1885, Mr. Batt (son of a locomotive repair foreman) rose to become American head of SKF Industries, the ball-bearing manufacturers. In World War II, he was U.S. representative on the Combined Raw Materials and the Combined Production and Resources Boards.

THE AUTHOR OF "THE LOVED ONE" ARRIVES HOME FROM AMERICA: Evelyn Waugh and his wife at Plymouth, following their arrival from New York in the French liner *Ile de France*. Mr. Waugh, whose latest book *Helen* was published last month, said on arrival that he intended to visit Jerusalem in the near future to obtain material for a series of articles on the Holy Land.

A MONUMENT IN THE MAKING—THE PRELIMINARY STAGES IN THE EXECUTION OF THE MEMORIAL TO MARK THE HISTORY OF THE ROYAL SCOTS REGIMENT: Gordon Moffat begins to drill the 8-ft. boreholes for charges to split the rocks at Doddington Quarry, near Wooler. When completed the memorial will be erected in Princes Street Gardens, Edinburgh. Sir Francis Mears, the Scottish architect, was on the scene when this giant slab and six others had been blasted out of the quarry face to the exact size and shape calculated. The slabs measured 8 ft. by 5 ft. by 2 ft. The men working on the slabs were Stanley Green, the foreman, who searched the face until he found an area where an 8-ft. depth of the quality required could be loosened; William Farr, who handled the steam-drill to secure the depth, height and width so accurately; Gordon Moffat, who weighed up his gunpowder, packed it down, lodged the plug and fired the shots; and Jack Currie, who picked each slab out of the quarry with his crane.

SOME OF THE SLABS OF GRANITE WHICH HAVE BEEN BLASTED OUT OF THE DODDINGTON QUARRY FOR THE EDINBURGH MEMORIAL: Workmen engaged on the site are here seen dressing the huge slabs in preparation for the final cutting and carving. The slabs were cut to the exact sizes given by Sir Francis Mears, who is in charge of the work on the memorial.

THE FIRST MAN TO FLY THE COMET

John Cunningham, De Havilland's Chief Test Pilot

When he is not hurtling at 30,000 ft. above England in the four-jet Comet as De Havilland's chief test pilot, John Cunningham will invariably be discussing or thinking about flying. This quiet, unassuming man who has nursed Britain's first jet air-liner through its infancy is, in fact, a very ordinary person. He is not the "devil-may-care" type which test pilots are popularly supposed to be. Aviation is his one absorbing passion, and he allows himself little time for much else.

Interest in flying dates back to school, when colleagues of those days remember him best as the fellow who preferred building model aeroplanes to practising at the nets. By twenty-one he was a test pilot with the De Havilland Engine Company, where he gained first-hand knowledge of engines and their performance. Long before the present Ghost engines were installed in the Comet, John Cunningham was using them to take Vampires up to ultra-high altitudes, and with one broke the world's record in 1948 with a height of over 11 miles (59,492 ft. to be precise).

Since the Comet has been flying, records are becoming commonplace. Each long-distance flight adds another to the list and Cunningham and his co-pilots have already chalked up records for London-Tripoli, London–Copenhagen, London – Rome – London and London – Cairo. If negotiations at present taking place for refuelling the 500-m.p.h. Comet in flight prove fruitful, it may not be long before the London–New York record is also gained by the jet air-liner.

Until a few weeks ago, Cunningham was the only man to fly the Comet. Then, for the first time, he watched it roar off the runway under the control of his co-pilot, Pete Bugge. This thirty-two-year-old Norwegian, who has now taken out British nationality, has been Cunningham's close friend since wartime days.

Flying is by no means the sole occupation of a senior test pilot. Cunningham has to study all the technical notes on the Comet's performance, so that he knows the exact purpose of the various tests. He likes detail. Even at the height of the Battle of Britain he found time to note down his observations on the visibility of exhaust flames from Luftwaffe bombers while flying immediately below the enemy formations. Then he drew back and shot them down.

But the world's height record and the long-distance Comet hops are all "straightforward flights" for a man to whom both mental and physical discipline are second nature. As a relaxation from normal flying duties on jet aircraft, John Cunningham enjoys nothing more than a spell at the controls of a light plane on a delivery trip to Geneva or Nice. But now jets are his speciality, and in the future of jet propulsion on the world's commercial trunk routes, Cunningham has the utmost faith.

WITH JOHN CUNNINGHAM AT THE CONTROLS—THE COMET TAKES THE AIR FOR ANOTHER TEST FLIGHT: The four-jet Comet leaves Hatfield runway during further tests for the De Havilland Company. It is from this aerodrome that the Comet has made most of its record-breaking flights to destinations in Europe and Africa. On this page is described the work of Group-Captain John Cunningham, De Havilland's chief test pilot and the "nurse" of the Comet.

CUNNINGHAM TAKES A LOOK: Since the revolutionary air-liner emerged from its experimental hangar a year ago, the Comet has been Cunningham's special concern. He takes a keen interest in the progress of the rest of the family steadily taking shape on the production line. Here he climbs up to the wing for a close-up view and a few words with Mr. C. F. Richardson, one of the metal polishers getting the surface dead smooth for high-speed flight.

PILOT AND CO-PILOT AT THE CONTROLS: One of the advantages of jet propulsion is the simplicity of control compared with screw-propelled aircraft. Even so, the Comet has a bewildering array of controls and dials, but it did not take Cunningham long to master them. Seated on his right is co-pilot Pete Bugge, who often takes over when the Comet is in flight and who has already been up without John Cunningham. Another of the De Havilland company's test pilots, John Wilson, sometimes acts as co-pilot.

ONE OF THE PRIVILEGED FEW: So far only a few people have had the thrill of a flight in the Comet, some of them visiting personalities like Señor Cesar Grillo, Brazil's Director of Civil Aviation. Señor Grillo is here seen chatting to John Cunningham before the start of a flight in the Comet over the Channel, France and a wide sweep of the South of England.

JOHN CUNNINGHAM, DE HAVILLAND'S CHIEF TEST PILOT: From his small, map-lined office at the corner of the Comet hangar, John Cunningham can see the jet engines being started up as the machine stands on the tarmac. Double windows keep out most of the deafening noise. He spends many long hours studying masses of technical data about the aircraft before starting on a flight.

THE COMETS LINE UP: With two prototypes now complete, Cunningham and his co-pilots have a further series of comparative tests to carry out. Other Comets now under construction will go into service with B.O.A.C. later next year or in 1952. Comet air-liners have also been ordered by Canadian Pacific Airlines. Within a few weeks of its maiden flight the first prototype achieved its proposed operational altitude of 40,000 ft.

ONE MILLION MEMBERS of the AUTOMOBILE ASSOCIATION

Some of the Personalities at the Celebration Banquet at the Savoy

THE SAVOY DINNER TO COMMEMORATE THE ATTAINMENT OF THE 1,000,000TH A.A. MEMBER : Sir William Letts, arrives with Mr. Wilfrid Andrews, chairman of the R.A.C.

AT THE TOP TABLE AT THE SAVOY : The Vicomte de Rohan, president of the International Automobile Federation, Herbert Morrison, P.C., the Duke of Devonshire, K.G., the Rev. Canon F. W. Hassard-Short, M.A., the Belgian Ambassador, Vicomte Obert de Thieusies and the High Commissioner for India.

AT [illegible]DING IN HIS OFFICIAL CAPACITY OF MAYOR : T[illegible] Mayor of Westminster, Councillor W. E. Rice, C[illegible] J.P., arrives at the Savoy for the reception.

BEFORE THE DINNER : Captain S. M. Townsend (left) Mr. George Monro, C.B.E., Hon. Treasurer, A.A. Executive Committee, and the Rt. Hon. Earl Howe, P.C.

THE SECRETARY WITH TWO OF HIS GUESTS : Mr. W. V. Gibson with Mr. Vernon R. Coles and Mr. H. G. Wigzell. The Duke of Devonshire was in the chair

TH[illegible] OF EXECUTIVES OF THE ASSOCIATION : The Duke of [illegible]shire, K.G., president of the A.A., and the Rev[illegible]non F. W. Hassard-Short, M.A., chairman.

AT ONE OF THE TABLES : Mr. Rees Jeffreys ; Mr. Leslie Hore-Belisha, P.C. ; Sir Frank Newsam, K.C.B. ; Mr. G. M. Goudie ; and Major R. A. B. Smith.

A GUEST FROM OVERSEAS : Mr. W. V. Gibson, the secretary, chatting to the Hon. Omakama of Toro at the Savoy reception of the Automobile Association.

ONE OF THE LAST ACTS BEFORE HIS TERM OF OFFICE EXPIRED : The former Lord Mayor of London, Sir Frederick Rowland (left), arriving for the reception.

THIS GROUP INCLUDED Mr. John Marshall, editor, London *Evening News* ; Mr. Cecil Orr, A.A. Public Relations Officer ; Mr. W. V. Gibson, A.A. secretary, and Mr. Tahu Hole.

THE A.A. PATROL SERVICE : Second from right is Sup. Port Officer C. A. Lord, who is well known to motorists who travel with their cars to the Continent via Dover.

Forty-five years ago in a one-room office at 18, Fleet Street, E.C., the Automobile Association came into being with a membership of 100. Last week at the Savoy Hotel about 380 members of the most representative gathering ever of members of the motoring industry and others, sat down to dinner in celebration of the attainment of the 1,000,000th member who, as announced by the A.A. chairman, Canon Hassard-Short, was Princess Anne. In the absence of the Duke of Gloucester, who had flown to Sweden to attend the funeral of King Gustav, the Lord Mayor of London proposed the toast of the A.A. Mr. Herbert Morrison, a former Minister of Transport, replied for the guests. The cars of the A.A. stood by in order to rush the several M.P.s to the House of Commons for a division at 10 p.m. Two of the original enthusiasts of the A.A., eighty-three-year-old Mr. John Amery-Parkes and Mr. Alfred King-Hamilton, attended the dinner. It was Mr. Amery-Parkes who provided the original one-room office and who lent the one office typewriter.

The World of Books—By VERNON FANE

A REFUGE IN KASHMIR IN 1947

Mr. H. E. Bates' new novel, "The Scarlet Sword"; Dr. A. J. Cronin's "The Spanish Gardener"

A NEW novel by Mr. H. E. Bates is an event to be taken seriously, for Mr. Bates is a serious writer, a craftsman who knows that his profession is not an easy one but consists of a series of sustained and often rewarding efforts. There was an American who said that writing was a question of applying the seat of the pants to the seat of the chair, and since he was himself a writer he may have known what he was talking about. The brilliant flashes of wit, the smooth narration, the short, felicitous paragraphs, all these can be read with delightful ease in the work of a good writer, but they are contrived with hard work, concentration and a day-after-day routine of long hours.

The fact that Mr. Bates comes into the category of hard-working and conscientious writers does not, however, preclude him from being a born writer. This he is, and being one, has enough respect for the art to attempt to improve with each novel. The present one, THE SCARLET SWORD (Michael Joseph. 10s. 6d.), is a better book than his last, or than the one before that. It may not, with its horrific subject, be as popular, but it does mark an advance in his style and in his effectively economical use of words. He still has his little foible of overworking one chosen word.

The scene is a Catholic mission in Kashmir soon after the 1947 partition of India, and the buildings prove to be a refuge for Sikh and Hindu women and children as well as the two priests, the nuns, an English colonel, a war correspondent and a handful of Englishwomen. The refuge is illusory though, and the rooms and terraced gardens become the scene of hideous murders and violence. Mr. Bates writes strongly of strong action, and there may be those who find some of the descriptions of blood and disaster overwhelming. For the stalwart, nevertheless, this is a novel to be read.

MY SON AND HEIR (Heinemann. 12s. 6d.) is an American novel in a very different tradition, and admirable, too, in its transatlantic way. Isabella Holt has written the story of a man growing up in the present century, shaped by the driving ambition of his fierce, puritanical but businesslike little mother, and always suffering from a conflict in himself between the traditions of his upbringing and à more hedonistic side to his character. A friend with some perception refers to his "north and south façades," and the reader is aware that it is between those extremes of chill and warmth that his character, and his career, will swing for the rest of his life. An interesting thesis and handled with a very adult blend of sympathy and irony.

Dr. A. J. Cronin writes again, with THE SPANISH GARDENER (Gollancz. 9s. 6d.), a novel unlike anything that I remember of his, either in setting, mood or scope. A middle-aged and disappointed American in the Foreign Service is sent to a small Spanish town as Consul, in spite of his hopes for a more illustrious posting in one of the capitals. He arrives with his little son, a sensitive but by no means an extraordinary child, who is still unaware that his little worries and insecurities stem from the separation of his mother from his father.

They settle-in to a big but ramshackle house run by a sinister, ex-criminal maniac of a butler and his woman, and the little boy finds his one focus of friendship in a young gardener, who is eventually removed and finally, though by accident, killed. It is very nearly, but not quite, a tragic story, and that margin between tragedy and hope is narrow enough to make the story dispiriting reading.

Mr. Eduard Bass wrote his story of the sawdust ring in Czech, and it has been more than ably translated to appear as UMBERTO'S CIRCUS (Hamish Hamilton. 12s. 6d.), a lusty and lively tale of the nineteenth-century travels of four generations of an itinerant circus whose travels include not only the greater part of Europe but Asia Minor as well. For those who are already devotees of the Big Top the novel will need no further recommendation than that the author knows his stuff and can convey the curious glamour to a realistic degree. To those who still have their doubts about the ethics of making animals perform for the gratification of less talented human beings, it may make a few converts. And, of course, it could always be read simply as an entertaining story.

Miss Norah Hoult's earlier manner of tense and sometimes strained realism has given place to a more human and warm understanding of life even in its rather sordid aspects, and although there may be purists who carp at the increasing softness of style, there is no doubt that the result is a less painful and therefore possibly a more readable book. The short stories in COCKTAIL BAR (Heinemann. 8s. 6d.) are neither separately nor collectively masterpieces, but they have considerable appeal, and where they treat of the Irish people the author knows so well, a degree of humour and pathos that is touching when it is not forced. "Irish Wedding," set for the main part in a London basement, is the best of these stories.

This week has brought a remarkable crop of detective stories, of which three at least are highly to be recommended. First, THE FOLLOWER (Gollancz. 8s. 6d.), a story which swings between New York and Mexico without allowing its exotic backgrounds to interfere for one moment with the pace of a particularly fast-moving story. I am, I must confess, a Quentin addict. R IN THE MONTH (Hutchinson. 9s. 6d.) is Miss Nancy Spain's new blood-and-thunder, appropriately concerned with death through poisoned oysters. I should add that the oysters are deliberately poisoned by an active ill-wisher and that the little bivalves themselves are as innocent as the greater part of the cast of characters. At the beginning of this brisk and sophisticated novel I was a little repelled by the author's determined sprightliness, but when with the second chapter this eased into a reasonable and ghoulish planting of clues, I began to enjoy myself, as I think you may. CORPSE DIPLOMATIQUE (Hodder and Stoughton. 9s. 6d.) is, whatever one thinks about puns, an amusing and high-spirited affair dealing with murder on the Côte d'Azur, or, since this kind of thing is catching, mayhem near Monaco. Mr. Delano Ames sets his story in a Nice pension in that perfect summer weather which is apparently conducive to crimes of violence. For those who know that coast, this story, with or without the blood, will have a definite appeal.

Finally, and in a very different mood, are four books of biography and autobiography, each of which has a claim to your attention. Mr. Francis Watson's DAWSON OF PENN (Chatto and Windus. 18s.) is an admirable piece of work and a tribute to that physician of kings who, although achieving so many honours and being the only medical man ever to be created a viscount, still kept the common touch in its truest sense to the end of his long life. This is in many ways a model biography. THE LAST OPTIMIST (Putnam. 18s.) is a volume of the reminiscences of Señor Alvarez del Vayo, the Spanish patriot who was exiled from Spain in 1939 and who clandestinely returned there in the summer of 1949 in defiance of a death sentence. In spite of its record of years of statesmanship and its discussions of political questions, this is a highly personal book, and comes to life most in its author's opinions of the figures he has known. In its restrained way it is exciting, and the translation is smooth and fluent. Colonel Ian Maxwell Campbell's REMINISCENCES OF A VINTNER (Chapman and Hall. 18s.) are, as it were, drawn on a smaller canvas, though none the less brightly coloured for that. The writer, whose knowledge of wine appears to be encyclopædic, descants, amiably, too, on social affairs, on friendships and on regiments. FAMILY CASE-BOOK (Collins. 12s. 6d.) is an unusual book of reminiscences by Hubert van Zeller, whose father and mother were both descended from distinguished Dutch and Belgian families, but were themselves British and spent the greater part of their lives in England when Mr. van Zeller *père* was not serving abroad as a soldier or a Government representative. The author, who twenty-five years ago became a Benedictine monk, writes of the hundreds of years of Catholic tradition in his family.

SOME SPECIALISED BOOKS FOR SPECIALISTS

The Art of India and Pakistan. A commemorative catalogue of the Exhibition at the Royal Academy of Arts, London. Edited by Sir Leigh Ashton. (*Faber and Faber.* 4½ gns.)

The Flamingos of the Camargue. By Étienne Gallet. Illustrated. (*Basil Blackwell.* 15s.)

He That Plays the King. A view of the Theatre by Kenneth Tynan, with an introductory letter by Orson Welles. (*Longmans, Green.* 12s. 6d.)

The Puppet Book. Edited by L. V. Wall. A book on Educational Puppetry, written by members of the Educational Puppetry Association. (*Faber and Faber.* 21s.)

Off to the Dales. Walking by the Aire, Wharfe, Ure and Swale. Written and illustrated by Jessica Lofthouse. (*Robert Hale.* 15s.)

The Royal Hospital, Chelsea. By Captain C. G. T. Dean, M.B.E. Illustrated. (*Hutchinson.* 21s.)

Old Silver for Modern Settings. By Edward Wenham. Illustrated by Edgar Holloway. (*Bell.* 21s.)

A Trinity of Craftsmen. By Freda Derrick. Illustrated. (*Chapman and Hall.* 10s. 6d.)

Leather and Craftsmanship. By John W. Waterer. Illustrated. (*Faber and Faber.* 12s. 6d.)

The Creative Craftsman. By John Farleigh. Illustrated. (*Bell.* 21s.)

English Country Pottery. By Reginald G. Haggar. Illustrated. (*Phœnix House.* 15s.)

French Porcelain (of the 18th Century.) By W. B. Honey. Illustrated. (*Faber and Faber.* 25s.)

REPRINTS.—EMMA, by Jane Austen (*Chatto and Windus, The Zodiac Press.* 8s. 6d.) (*With the publication of "Emma," all six of Jane Austen's novels are available in the Zodiac Press series. They may be had in a boxed set for* 50s.). R.L.S., AN OMNIBUS, selected and edited by G. B. Stern (*Cassell.* 15s.). QUEENS OF THE CIRCULATING LIBRARY. Selections from Victorian Lady Novelists, 1850-1900. Introduced and edited by F. Alan Walbank. Illustrated. (*Evans.* 12s. 6d.) H. M. STANLEY, by A. J. A. Symons (*Falcon Press.* 7s. 6d.). EVERYBODY'S LAMB, Being a selection from the Essays of Elia, The Letters and the Miscellaneous Prose of Charles Lamb. Edited by A. C. Ward. Illustrated by Ernest H. Shepard (*Bell.* 15s.) (*This is the third of the Shepard Classics: the three volumes, "Everybody's Lamb," "Everybody's Boswell," "Everybody's Pepys," are issued at £2 2s. in a red-and-gold box as a special Christmas gift*). KNAVE TAKES QUEEN. Peter Cheyney (*Faber and Faber.* 9s. 6d.). THE LIMIT, and LOVE'S SHADOW, both by Ada Leverson (*Chapman and Hall.* Each at 7s. 6d.). THE DARLING AND OTHER STORIES, THE DUEL AND OTHER STORIES, both by Anton Tchehov and translated from the Russian by Constance Garnett (*Chatto and Windus.* Each at 7s. 6d.).

QUOTATION CORNER

The Anthologists in Full Spate

André Maurois, General Omar Bradley, General Marshal and Sinclair Lewis, are both revealing and inspiring.

The anthologist is an easy target for the critic, as his sins of omission can be legion, and he is seldom eulogised, despite the fact that he is the purveyor of bedside books *par excellence*, offering glimpses of erudition, snatches of entertainment, for those who in return are prepared to offer only the minimum of concentration in the last moments of their day. Let us see into what new and original fields these much-maligned folk, the anthologists, have been treading.

In the first place there is Mr. C. E. Vulliamy's THE ANATOMY OF SATIRE (Michael Joseph. 15s.). From Addison to Aristophanes to Wilde and Wycherley, Mr. Vulliamy has sought out entertainment, and he not only brings in most masters of the art of satire, men of the calibre of Byron, Swift and Molière, but he lets us in on some happy discoveries he has made among lesser-known writers. The chapter on the Fortunes of Matrimony is perhaps the most diverting, with a glorious vitality of style and invention intermingled with much sheer buffoonery.

William Nichols, a New Yorker of New England background, a Rhodes Scholar and a magazine editor, is another original anthologist. In WORDS TO LIVE BY (Reinhardt and Evans. 10s. 6d.), he has brought together ninety-four eminent men and women of to-day, asking them to choose a few words from some great source—words which have been an inspiration to them in their daily lives. The answers of those ninety-four contributors, among them Helen Keller, Ferenc Molnar, J. Edgar Hoover (of the F.B.I.),

In much the same vein is A YEAR OF GRACE, by Victor Gollancz (10s. 6d.), in which the eminent publisher has chosen passages to "express a mood about God and man." There are many quotations from the Bible, from the heritage of English poetry, and, no less notably, from Jewish lore. Mr. Gollancz quotes the great Rabbi Hanokh's saying: "The real slavery of Israel in Egypt was that they had learned to endure it," and the words of Rabbi Isreal of Koznitz: "Lord of the world, I beg of you to redeem Israel, And if you do not want to do that, then redeem the Gentiles."

Here again is anthological originality. Arthur Stanley, compiler of *The Bedside Book*, now presents a new anthology, UNDER ITALIAN SKIES (Victor Gollancz. 9s. 6d.). This is a many-sided survey. In the course of it we travel with Horace to Brindisi, visit a country hostelry with Machiavelli, and make the Grand Tour with Horace Walpole. Such varied personalities as Byron, Stendhal, Lady Blessington, Mark Twain and Edward Lear all record their impressions of the sunny land.

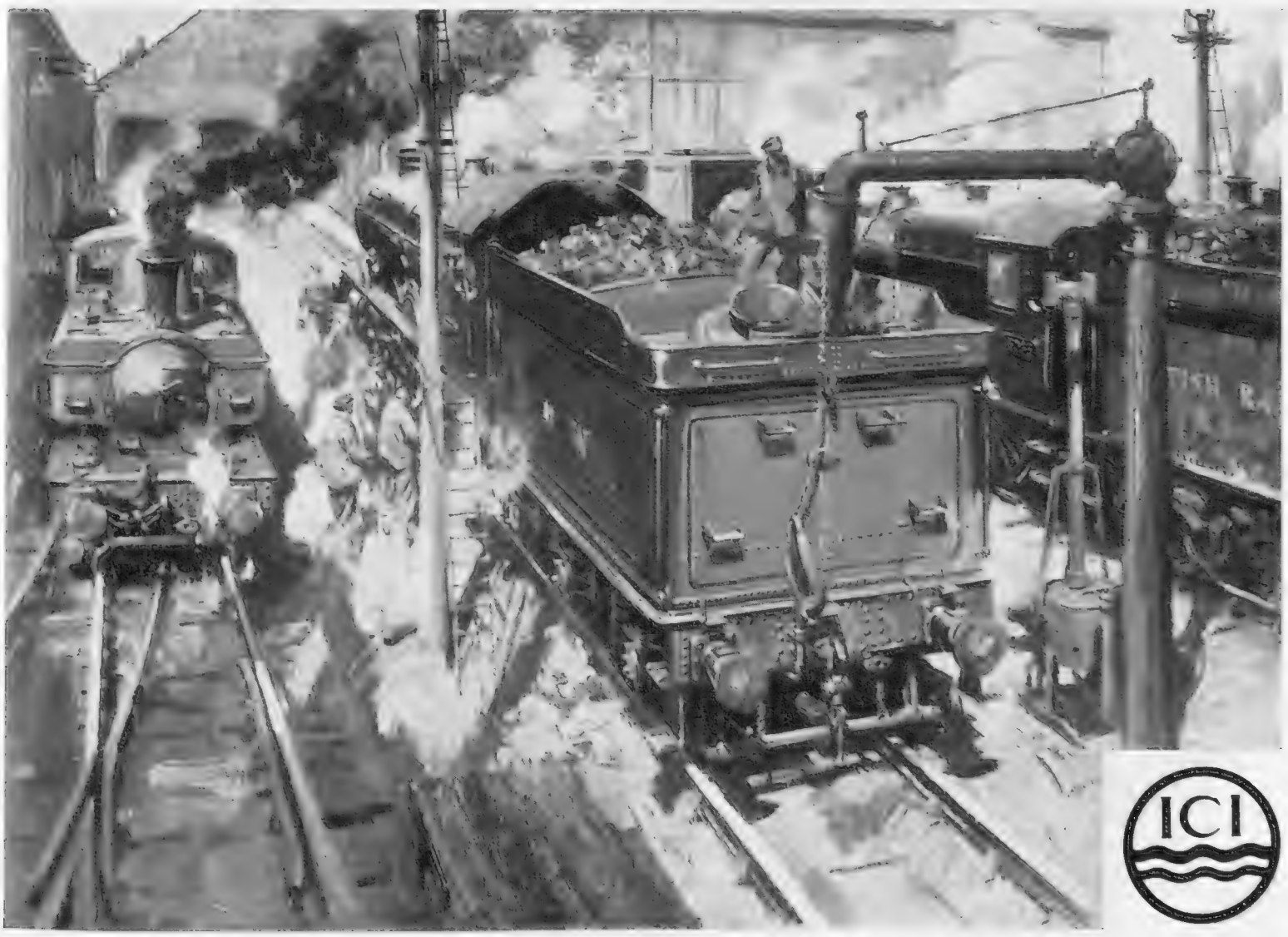
In the now-famous County Series the latest additions are LEICESTERSHIRE, by Guy Paget and Lionel Irvine, and YORKSHIRE WEST RIDING, by Lettice Cooper. Both are published by Robert Hale at 15s. Strangely enough, Leicester and Leicestershire are probably the least well-known city and county in England, and yet geographically they are in the very heart of England. The authors wisely devote a whole chapter to the houses of this county as distinct from great houses and demesnes which are few and far between in this part of the shires. The old manors are of much architectural interest, however, particularly those which date from Tudor days. Lettice Cooper gives what one might term a novelist's picture of her beloved Yorkshire, showing the pattern of life on the land and in the industrial towns, a society in transition at this midway stage in the twentieth century. While paying due attention to history, one feels she is more concerned with the West Riding of to-day, the home of first-rate cloth and first-rate choral singing, of Henry Moore and Wilfred Pickles.

Among the Reprints: MIDDLEMARCH, by George Eliot (Zodiac Press Edition. 12s. 6d.). ILLUSTRATED ENGLISH SOCIAL HISTORY, Volume II, by G. M. Trevelyan (Longmans, Green. 18s.). THE BEDSIDE LILLIPUT (Hulton Press. 10s. 6d.). This is a collection of reprints of pictures and articles which have appeared in *Lilliput Magazine* over the past twelve years. VANITY FAIR, by W. M. Thackeray (Macdonald and Co. 9s. 6d.).

Water Treatment

Some industrial processes can only be carried out with soft water and industries such as dyeing and bleaching first became established in those areas in which the water is naturally soft. Nowadays, the chemist can make water suitable for almost any purpose. The origin of water treatment may be traced back to a Scots doctor, Thomas Clark, who discovered in the first half of the last century that certain types of hard water could be softened by adding lime; "Clark's method" is still the basis of the lime-soda water treatment process which is widely used in industry today. Since Clark's pioneer work, many other chemicals have been produced for the treatment of water. In 1938, for example, two British chemists, Adams and Holmes, discovered the value of synthetic resins for treating water to be used in certain industrial processes—where a water of high purity, comparable with that of distilled water, is required.

One of the greatest, but least known, achievements of the British chemical industry is to treat, every day, thousands of millions of gallons of water used in textile processes, laundries and boilers—an achievement which saves the community many millions of pounds annually. British Railways treat between fifty and one hundred million gallons of water a day in order to maintain their locomotive boilers in sound condition and free from scale. The British chemical industry also provides the housewife with soda crystals and similar alkalis which form the basis of domestic bath salts and water softening compounds.



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Purveyor of Cherry Heering
to H.M.
King Frederik IX

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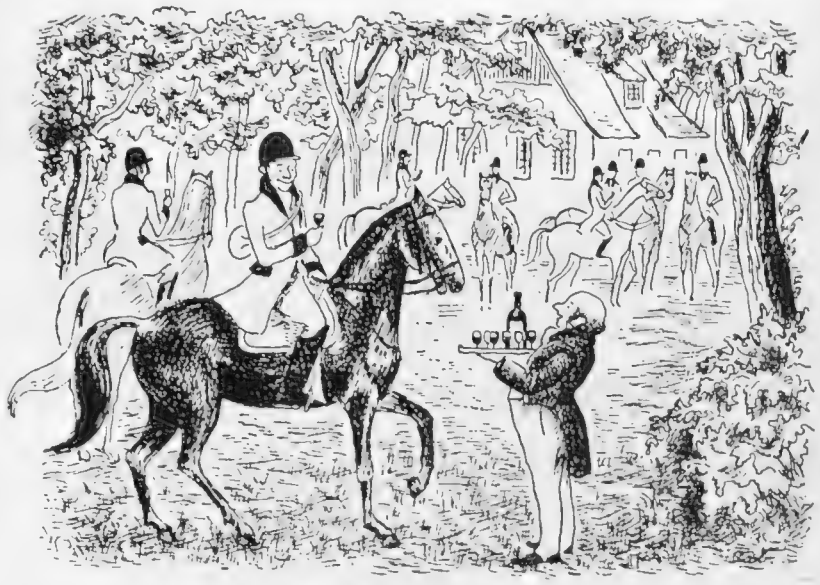

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87/6

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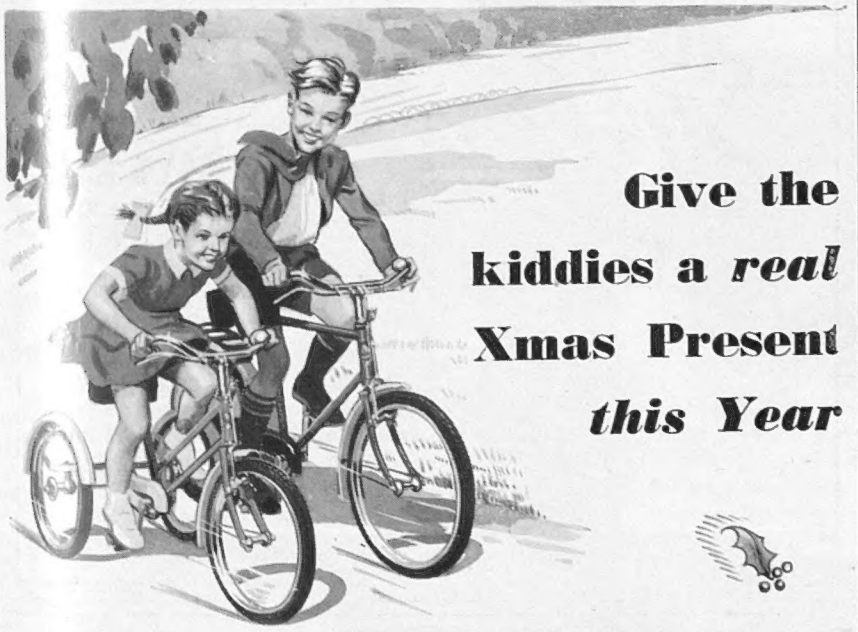

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ROWLAND'S

MACASSAR OIL

the choice of discerning men and women

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JOAN,

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TOM

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To lovers of beautiful sherry...

Enchantment lies in a glass of "Pintail"—and so connoisseurs are again happily writing cheques for personal supplies of this proud product of Spain. A special gift pack of two bottles is available for 41/10, direct from Matthew Gloag & Son Ltd., of Perth, Scotland, who have been importing fine sherry since 1800.

"Pintail" is a quite exceptional pale dry sherry. You are invited to send your order right away.

Pintail Sherry

Matthew Gloag & Son Ltd.
Perth, Scotland

"South African Sherry for me every time

So I've converted you, too, then?

You certainly have! Do you remember you told me to look specially for the fine South African sherries. Since then I've found some which are just exactly to my taste.

And don't you find them easy on the pocket, too? That means something these days!

Yes, how is it they can send us such remarkably good wines at such a reasonable price?

Well, there are two reasons: that amazing climate of theirs at the Cape, and then the Preferential Duty.

No wonder South African Sherry is becoming so popular, then.

It deserves to be. Do you know they've been making wine in South Africa for nearly 300 years. With all that experience behind them and the splendid organization they have now built up, they're able to produce the very highest quality. Their really fine wines are matured for many years before they're shipped to this country.

I suppose we can now say, then, that South Africa is one of the leading wine producing countries?

Well, wouldn't you say it was, from the taste of this sherry? **Let me fill your glass!"**

SOUTH AFRICAN WINE FARMERS ASSOCIATION

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THE SECRET OF CHARTREUSE

In 1607 Marshall d'Estrées, friend of Henry IV, handed over to the Carthusian Monks in Paris, the famous secret recipe of La Grande Chartreuse.

Several years later the Apothecary Brother Jerome Maubec, perfected this formula.

The Carthusian Monks gather in the mountains of La Grande Chartreuse the aromatic herbs, 130 of which are blended in the production of Chartreuse liqueurs.

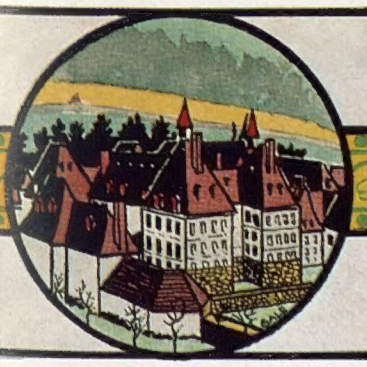
rom all the neighbouring regions, the poor and he sick come to the Monastery to demand the amous liqueurs from the Monks.

For many years the liqueurs were sold in small quantities in Grenoble and Chambery by the "Good Brother Charles", who loaded them on his donkey.

In 1848, officers of the Army of the Alps, on manoeuvres in the Massif of La Grande Chartreuse, tasted the liqueurs at the Monastery, and soon propagated their fame throughout France.

The sales soon developed enormously, and in 1860 the Carthusian Monks constructed their model distillery at Fourvoirie, a few kilometres from their Monastery.

During the course of the terrible epidemic of Cholera which in 1832 devastated France, the liqueurs of La Grande Chartreuse rendered inestimable services to the sick.



In 1903 the Monks were expelled and took refuge in Spain. They returned to the Monastery of La Grande Chartreuse in 1940 to continue in France the manufacture of their famous liqueurs.

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